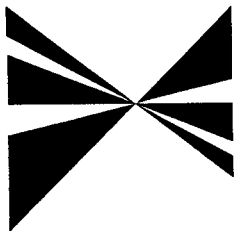


SOUTHERN CALIFORNIA



**ASSOCIATION of  
GOVERNMENTS**

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Robin Lowe, Hemet

**Ventura County Transportation Commission:**  
Keith Millhouse, Moorpark

## MEETING OF THE

# COMMUNITY, ECONOMIC, & HUMAN DEVELOPMENT COMMITTEE

### **PLEASE NOTE SPECIAL MEETING TIME**

**Thursday, November 3, 2005**

**9:45 a.m. –10:45 a.m.**

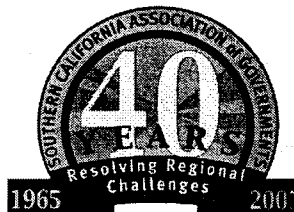
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If members of the public wish to review the attachments  
or have any questions on any of the agenda items,  
please contact Laverne Jones at 213.236.1857 or  
[jones@scag.ca.gov](mailto:jones@scag.ca.gov).

Agendas and Minutes for the Community, Economic,  
and Human Development Committee are also  
available at [www.scag.ca.gov/committees/cehd.htm](http://www.scag.ca.gov/committees/cehd.htm)

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# COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT COMMITTEE

## AGENDA

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TIME

*"Any item listed on the agenda (action or information) may be acted upon at the discretion of the Committee".*

1.0 CALL TO ORDER & PLEDGE OF ALLEGIANCE

Hon. Deborah  
Robertson, Chair

2.0 PUBLIC COMMENT PERIOD

Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of the Committee, must fill out and present a speaker's card to the Assistant prior to speaking. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The chair may limit the total time for all comments to twenty (20) minutes.

3.0 REVIEW and PRIORITIZE AGENDA ITEMS

4.0 CONSENT CALENDAR

4.1 Approval Item

4.1.1 Approve Minutes of October 10, 2005  
Attachment

01

5.0 ACTION ITEMS

5.1 Draft 2006 State and Federal  
Legislative Program  
Attachment

Government  
Affairs Staff

08

15 minutes

Staff will present the draft legislative  
Program for policy committee approval.



SOUTHERN CALIFORNIA  
ASSOCIATION of GOVERNMENTS

# COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT COMMITTEE

## AGENDA

PAGE #

TIME

**Recommended Action:** Approve and  
Refer to Regional Council for Adoption.

**5.2**    Regional Housing Needs Assessment  
(RHNA) and “House Your Own” Planning  
Attachment

**Hasan Ikhata**    **22**  
**Director, P&P**

20 minutes

This item summarizes staff efforts working  
with the State for a successful regional housing  
needs determination and outlines an approach  
for proceeding with the upcoming RHNA cycle.

**Recommended Action:** Pursue an alternative  
approach to RHNA which allows greater  
consistency between the forecast the region  
prepares for the RTP and the housing need input  
from local government.

### **6.0**    INFORMATION ITEMS

**6.1**    Highlights of the Draft 2005 State of the  
Region Report  
Attachment

**Ping Chang**    **24**  
**SCAG Staff**

25 minutes

Staff will present the draft findings of the  
upcoming 2005 State of the Region  
Report which is scheduled to be  
published in January 2006.

### **7.0**    CHAIR’S REPORT

### **8.0**    FUTURE AGENDA ITEMS



SOUTHERN CALIFORNIA  
ASSOCIATION of GOVERNMENTS

# COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT COMMITTEE

## AGENDA

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*PAGE #*

*TIME*

Any Committee members or staff desiring to place items on a future agenda may make such request. Comments should be limited to three (3) minutes.

### 9.0 ADJOURNMENT

The next meeting of the Community, Economic, and Human Development Committee will be held in the SCAG offices on Thursday, December 1, 2005.

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Community, Economic, & Human Development Committee  
October 1, 2005

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***Action Minutes***

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**THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE COMMUNITY, ECONOMIC, & HUMAN DEVELOPMENT COMMITTEE. AUDIO CASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.**

The meeting was called to order by Chair Deborah Robertson, at 10:32 a.m. There was a quorum.

**Members Present**

Arguello, Daniel  
Bowlen, Paul (**Vice Chair**)  
Coerper, Gil  
Edney, Jon A.  
Jasper, Timothy  
Lantz, Paula  
McCallon, Larry  
McCullough, Kathryn  
McSweeney, Susan  
Norby, Chris  
Nowatka, Paul  
Poe, Marilyn  
Robertson, Deborah (**Chair**)  
Ten, Mike

SGVCOG  
City of Cerritos  
City of Huntington Beach  
City of El Centro/IVAG  
City of Apple Valley  
City of Pomona  
City of Highland  
OCCOG  
City of Westlake  
Orange County  
City of Torrance  
City of Los Alamitos  
City of Rialto  
SGVCOG

**Members Not Present**

Davert, Doug  
Dispenza, Mike  
Fesmire, Melanie  
Hofmeyer, Daryl  
Kirby, Dan  
Krause, Mary Ann  
Loveridge, Ronald  
Perry, Jan  
Reyes, Ed  
Richardson, Laura  
White, Charles

City of Tustin  
City of Palmdale  
CVAG  
City of Paramount  
SGVCOG  
City of Santa Paula  
City of Riverside  
City of Los Angeles  
City of Los Angeles  
City of Long Beach  
WRCOG Subregion

**New Member(s)**

Barnes, Christine

City of La Palma

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Community, Economic, & Human Development Committee  
October 1, 2005

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***Action Minutes***

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**1.0 CALL TO ORDER & PLEDGE OF ALLEGIANCE**

Chair Deborah Robertson called the meeting to order at 10:32 a.m. The Chair asked Vice Chair Bowlen to lead the members in the Pledge of Allegiance. The Chair then welcomed new members appointed to the Committee: Councilmember Christine Barnes, City of La Palma (she attended the meeting); Councilmember Joseph Serrano, Gateway Cities; Councilmember Leslie Daigle, OCCOG, and Councilmember Bob Ring, OCCOG.

**2.0 PUBLIC COMMENT**

None.

**3.0 REVIEW AND PRIORITIZE AGENDA ITEMS**

None.

**4.0 CONSENT CALENDAR**

The following consent calendar items were approved without objection.

**4.1 Approval Item**

4.1.1 Approve Minutes of September 1, 2005

**4.2 Receive and File**

4.2.1 State and Federal Legislative Matrix

4.2.2 Compass 2% Implementation Partnership June 30, 2005 Meeting Notes

**5.0 ACTION ITEMS**

**5.1 Regional Comprehensive Plan Preliminary Draft Land Use and Housing Chapter**

Jacob Lieb, SCAG Staff, presented the recommendation from the Regional Comprehensive Plan Task Force to review the preliminary Draft Land Use and Housing Chapter of the Regional Comprehensive Plan. The Task Force has requested that the CEHD approved the process described for making refinements to the chapter and to consider new policy statement.

Mr. Lieb gave the Committee a brief overview of what the status is for developing this chapter, what the chapter contains, and he summarized the future efforts of staff and the Task Force. Mr. Lieb stated the RCP Task Force specifically recommended, under the subsection "Recommended Actions for the State of California," the Task Force suggested the addition of the following statement:

***Action Minutes***

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**Within State programs and plans, there should be tools established that promote transit oriented development, green building practices, and jobs housing balance including access to housing for teachers, public safety employees and other workers.**

Mr. Lieb stated that the Task Force felt that this language be included in the plan on those issues than what was previously there. Pending approval by the CEHD Committee, this new policy language would be included in the Preliminary Draft chapter, and labeled as a draft policy without formal standing until such time as the RCP is adopted by the Regional Council.

Mr. Lieb further discussed the action plan for Land Use and Housing Chapter, is organized according to the party that is intended to carry out the action. As such, there is a section for recommendations for the Federal Government, State Government, SCAG and other regional agencies, and local government. Mr. Lieb pointed out the matrix, a preliminary attempt to identify characteristics of locations and planning activities in line with the growth activities.

If the Committee approves the staff recommendations the draft will be released in the current form for public review. The other activities to be undertaken pending release of the draft chapter would be to work on identifying sources of funding, that could serve as incentives for local jurisdictions; that could serve as a pool for mitigation funds for development; that could provide services for residences to development infrastructure, etc.

Mr. Lieb stated the completed draft, for the Committee's consideration, on the same schedule as the development of the Regional Transportation Plan which is anticipated a completed draft in November 2006 and an adopted Plan on April 2007.

The Committee then discussed the item. During the discussion, a question about the status of Compass was asked. The Chair and others explained the availability of SCAG staff to make presentations.

Chair Robertson suggested the Committee take action after completion of Councilmember Nowatka's report on the Regional Comprehensive Plan approach; the Committee concurred.

**5.2 Regional Comprehensive Plan Approach**

Councilmember Paul Nowatka, Vice Chair, RCP Task Force, stated this item is a report from the Regional Comprehensive Task Force recommending adjustments to the Regional Comprehensive Plan approach for Regional Council

***Action Minutes***

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approval. Councilmember Nowatka reported that the expanded approach includes:

- Op end provision for local jurisdiction.
- Incentives for local communities to become part of the plan approach.
- Focusing on the outcome of the plan
- Coordination with other stakeholders of this plan
- Looking at the CEQA process from a two-prong approach taking in what is thought to be the reforms and the second is a status quo with the present CEQA
- Concentration of environmental impacts

Jacob Lieb added other items that would be included in this approach

- Include mitigation measures that are applicable at the project levele
- Propose funding and other incentive mechanisms for supportive implementation at the local level

Councilmember Coerper complimented staff on the good work done this project. Mr. Lieb thanked Councilmember Coerper and stated he thought the work that came out of this process was rewarding and very valuable.

It was moved by Councilmember McCallon and seconded by Councilmember Poe to approve items 5.1 and 5.2 as recommended. Item 5.1 to release the Preliminary Draft Land Use and Housing Chapter for public Review. Item 5.2 to recommended Regional Council approve Regional Comprehensive Plan Approach.

**5.3 Economic forecast Conference and Housing Summit**

Lynn Harris, SCAG Staff, summarized the conclusions of the pros and cons used in the staff evaluation of this topic. It was moved by Chair Robertson and seconded by Councilmember Poe to accept the recommended action to proceed with the Economic Forecast Conference in January and the Housing Summit in April as separate and distinct conference each with their own mission, purpose and audience.



***Action Minutes***

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**6.0 INFORMATION ITEMS**

**6.1 Mixed Use Centers in the South Bay: How do they Function and Do They Change Travel Demand?**

Jacki Bacharach, Executive Director, South Bay Cities Council of Governments, gave a brief introduction of the South Bay study. Ms. Bacharach stated that the South Bay study focused on what suburban good land use could look like. Ms. Bacharach stated that this study does give indications of where they want to go further in this study.

Ms. Bacharach then introduced Wally Siembab, Principal, Siembab Planning Associates. Mr. Siembab gave a brief summary of the study and the status of where it is today. He emphasized that the study is not complete but just a beginning. This study evaluated whether travel behavior in existing mixed use centers differ from travel behavior elsewhere.

**6.5 Draft Findings of the 2005 State of the Region**

Ping Chang, SCAG Staff, presented the draft findings for the 2005 State of the Region Report which is scheduled to be published in January 2006. Due to the shortage of time, the Committee decided to bring Mr. Chang back in November to complete his presentation because of the amount of material to cover in the report.

**6.2 Review of SCAG's RHNA Responsibilities and Schedule**

Joe Carreras, SCAG Staff, gave a brief report on SCAG's RHNA responsibilities and schedule. Mr. Carreras stated the SCAG region is going to be a testing ground for several major reforms in housing law as defined in the recent legislation AB 2158 and AB 2348.

Mr. Carreras stated, one of these provisions in the RHNA process was to link or coordinate the RHNA with the transportation planning in terms of forecasting and growth assumptions, no other region has done this. Next, the funding uncertainty at no time has there ever been a regional housing needs plan produced where that was no opportunity to be reimbursed from the state/local mandate commission. Finally, SCAG staff's focus will be to develop a policy rather than a statically based RHNA that emphasizes the use improved growth data locally to help subregions and communities "house their own", and identify priority investment zones where incentives may be targeted to encourage additional housing development. This policy has been incorporated into the California Blueprint grant program.

*Action Minutes*

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**6.3 Report on the HUD 2005 Southern California Housing Summit: Removing Barriers to Affordable Homes**

It was suggested by the Chair to receive and file this information. The Committee agreed.

**6.4 State Legislature End of Session Update**

Held over for the next meeting.

**7.0 STAFF REPORT**

Lynn Harris gave an update on the application for the State Blueprint planning visioning funds. Staff delivered the package to Sacramento on the 29<sup>th</sup> of September, as required. The application consisted of a request for \$2.4 million over a 2-year work program that requires a local match of 20%, because SCAG cannot use transportation to match, what must be used are other funds or in-kind services on the part of SCAG's cities. Therefore, the majority of the first year money is to fund SCAG's 2% strategy demonstration project money.

The second part of staff's request is to focus on implementation and the convergence of transportation, housing and land use. Funds have been requested to do several pieces of work, if successful, will share the application with our members. Funds have also been requested to do work to further refine the 2% strategy as well as further strategies for land use implementation.

Ms. Harris stated that the application package included several letters of support from 7 subregions and COGs, 2 counties, and 18 cities, as well as the Compass 2% Strategy partnership group, Urban Land Institute and the Building Industry Association of Southern California. Staff appreciated the support of these organizations and their representatives. The schedule calls for Caltrans notification to applicants the first week of December, if funded would be the first of 2006.

Ms. Harris asked that the members would talk to their cities and COGs to become a demonstration city for the Compass 2% Strategy. Ms. Harris staff's goal is to award the first series of demonstration projects by the first of 2006. Chair Robertson encouraged members to go back to their cities and subregions and encourage their involvement in the demonstration projects.

**8.0 CHAIR'S REPORT**

None.

**9.0 FUTURE AGENDA ITEMS**

None.

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Community, Economic, & Human Development Committee  
October 1, 2005

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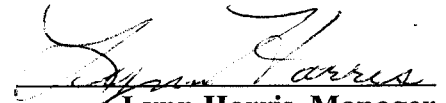
*Action Minutes*

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**10.0 ADJOURNMENT**

It was moved by Chair Robertson and seconded by Councilmember Bowlen to adjourn at 12:19 p.m. motion passed unanimously. The next CEHD meeting will be held Thursday, November 3rd at the SCAG office.

**Action Minutes Approved by:**

  
**Lynn Harris, Manager  
Community Development**

# REPORT

**DATE:** November 3, 2005

**TO:** The Community Economic and Human Development Committee  
The Energy and Environment Committee  
The Transportation and Communications Committee

**FROM:** Charlotte Pienkos, Government Affairs Analyst  
Phone: (213) 236-1811 E-Mail: [pienkos@scag.ca.gov](mailto:pienkos@scag.ca.gov)

**SUBJECT:** Draft 2006 State and Federal Legislative Program

**EXECUTIVE DIRECTOR'S APPROVAL:** 

**RECOMMENDED ACTION:** Approve and Refer to Regional Council for Adoption

## **SUMMARY:**

Every year, the Regional Council adopts a state and federal legislative program to guide the Southern California Association of Governments' (SCAG's) legislative activities. This year's program is a continuation of the 2005 adopted program, which was drafted with the input of SCAG's regional, state and national planning partners and the policy committees. SCAG's federal legislative priority is the technical amendment and fair implementation of SAFETEA-LU, the federal surface transportation program. SCAG's state priorities focus on housing and CEQA reform and protecting Proposition 42 revenues.

## **BACKGROUND:**

Each year, the Regional Council adopts a state and federal legislative program that guides SCAG's legislative activities in the coming year. Government Affairs is submitting today a draft of the legislative program to each SCAG policy committee for its approval. Each committee is asked to focus its review on the sections most relevant to its jurisdiction.

The draft 2006 legislative program was created with the input of SCAG's directors, planning and policy staff, and state and federal lobbyists. Because we are in the middle of a two-year state legislative session and because many initiatives are still underway, the draft 2006 legislative program differs only slightly from the 2005 adopted program, which was extensively workshopped with the county transportation commissions and SCAG's state and national planning partners.

SCAG's federal priority in 2006 will be the amendment and implementation of SAFETEA-LU, the federal surface transportation program enacted in 2005. Key state initiatives will include housing and CEQA reform and advocating a constitutional amendment to protect Proposition 42 revenues. The 2006 legislative program will be implemented on January 1, 2006 following its adoption by the Regional Council.



# REPORT

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**FISCAL IMPACT:**

Because the SCAG fiscal year runs from July 1<sup>st</sup> through June 30<sup>th</sup>, while the legislative year runs from January 1<sup>st</sup> through December 31<sup>st</sup>, each SCAG budget covers the last half of the previous legislative session and the first half of the upcoming legislative session. The cost of adopting the recommended action is covered by the FY05-06 SCAG budget for the first half of the 2006 legislation session and requires no additional resources. No funds will be spent to implement the 2006 State and Federal Legislative Program from July 1<sup>st</sup> through December 31<sup>st</sup> without the approval of the FY06-07 SCAG budget.

CP#105157v.2



# Draft for Policy Committee Approval on 11/3/05

## THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) 2006 STATE AND FEDERAL LEGISLATIVE PROGRAM

### INTRODUCTION

Each year, the Regional Council adopts a state and federal legislative program to direct SCAG's legislative activities. The 2006 Legislative Program, which contains highlights from 2005, will guide SCAG's legislative activities in the coming year.

As in past years, SCAG legislative staff will continue to take action on Regional Council policies where they exist and will communicate Regional Council positions to legislators, administrators and others. SCAG legislative staff will also undertake new initiatives as they arise at the direction of the Regional Council.

**SCAG's top federal legislative priority in 2006 is the amendment and fair implementation of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act of 2005 (SAFETEA-LU), the nation's surface transportation program. SCAG will also continue to advocate innovative financing and public/private partnerships for transportation projects, AIR-21, and improved pre-deployment planning in the Transportation Infrastructure Finance and Innovation Act (TIFIA).**

**On the state level, SCAG will focus on the ongoing, collaborative efforts to protect Proposition 42 revenues from reallocation to the state's General Fund. SCAG will also advocate innovative financing and public/private partnerships for transportation projects and design-build and design-sequencing legislation to expedite project delivery.**

**In the area of housing and land use, SCAG will continue its collaboration with the Legislature, the Governor, and housing stakeholders to develop and support initiatives that permit local governments and regions to plan for the provision of a 20-year site inventory and allow neighboring jurisdictions to share responsibilities for increasing the housing supply. California Environmental Quality Act (CEQA) reform will also remain a related, top priority.**

The 2006 Legislative Program will continue to further the Compass Implementation Framework, which was approved by the Regional Council in June 2004. This framework, or 2% Strategy, is guided by four key principles—mobility, livability, prosperity and sustainability—and addresses the challenges associated with future growth in the SCAG region. Because the 2% Strategy is interdisciplinary, its ideas are incorporated throughout the transportation, housing, growth and land use, habitat and open space, and sustainability sections of the 2006 Legislative Program and are marked with a 2% symbol.

Upon its adoption by the Regional Council, SCAG's legislative staff will implement the 2006 Legislative Program. The timeframe for implementation is the 2006 calendar year. The 2006 Legislative Program is outlined following the 2005 program highlights.

# Draft for Policy Committee Approval on 11/3/05

## 2005 PROGRAM HIGHLIGHTS

### Federal Issues

After 12 extensions and 3 years of debate, SAFETEA-LU was passed by Congress on July 29, 2005 and subsequently signed by President Bush on August 10, 2005. The bill operates from August 10, 2005 through September 30, 2009, authorizes \$286.4 billion in funding, including \$52.6 billion for transit programs, and includes more than 6,300 earmarked projects.

Of the 6,300 earmarks nationwide, the SCAG region received approximately 310 earmarks totaling \$1.4 billion. \$916 million of those earmarks will fund projects featured in the Southern California Consensus Program, a collaborative effort led for the last three years by SCAG and joined by:

- ♦ Los Angeles County Metropolitan Transportation Authority
- ♦ Orange County Transportation Authority
- ♦ Ventura County Transportation Commission
- ♦ Riverside County Transportation Commission
- ♦ San Bernardino Associated Governments
- ♦ Imperial Valley Associated Governments
- ♦ Southern California Regional Rail Authority

Consensus Program projects receiving funding include:

- ♦ Alameda Corridor East grade separation improvements: \$178,640,000
- ♦ Desmond Bridge expansion: \$100,000,000
- ♦ I-405 high-occupancy vehicle lane (HOV) improvements: \$130,000,000
- ♦ Eastside Light Rail: \$399,520,000
- ♦ Los Angeles Metro Gold Line extension: \$15,040,000
- ♦ SR-78/Brawley Bypass: \$7,600,000

In trips to Washington, the Consensus Program delegation emphasized that the bottleneck at the Ports of Long Beach and Los Angeles negatively impacts the economy and quality of life of both Southern Californians and the nation. The delegation was instrumental in the creation of several new provisions in SAFETEA-LU designed to address this and other transportation challenges:

- ♦ Projects of Regional and National Significance for 25 projects nationally up to \$1.7 billion
- ♦ Private activity bonds or "exempt facility bonds" up to \$15 billion nationally
- ♦ A public-private partnership pilot program for up to 3 new fixed guideway capital projects
- ♦ Design-build contracting that eliminate the \$50 million threshold for contract size and allows a design-build contractor to become involved during the NEPA project definition phase

# Draft for Policy Committee Approval on 11/3/05

- ♦ A value pricing pilot program to collect tolls on new interstate construction and the interstate construction pilot program to permit tolls on interstate highways to fund construction of new lanes/highways.

SCAG also succeeded in SAFETEA-LU in improving the reimbursement process for metropolitan planning organizations, ensuring repayment within 30 days of invoice.

## State Issues

SCAG worked throughout the 2005 session to influence the enactment of new laws and the amendment of existing laws in the areas of housing, transportation, and the environment. SCAG continued its participation in the Housing Element Working Group (HEWG), in which discussions were conducted over many months in an effort to improve the housing approval process and to identify new sources of funding that cities need to pay for local services and infrastructure. These reform discussions will continue in 2006.

Related to the subject of housing reform was the Administration's decision to allocate \$5 million in State Planning and Research (SP&R) funds to regional blueprint planning and reimbursement for mandated work on the Regional Housing Needs Assessment. Although the Governor ultimately vetoed the use of SP&R funds for RHNA, an administrative solution is expected that will assist SCAG in the performance of the mandate. SCAG has also submitted a \$2.4 million application for regional blueprint planning funds.

Thanks to the advocacy of SCAG and transportation stakeholders statewide, the Legislature passed and the Governor signed an FY05-06 State Budget that fully funded Proposition 42 to the amount of \$1.3 billion. The full funding of Proposition 42 was a major legislative success; more work remains to be done, however, to amend the State Constitution to prohibit future suspensions of transfers from the General Fund to transportation projects and programs in times of financial crisis.

SCAG also advocated actively on behalf of GoCalifornia, the Governor's transportation package, which included AB 850 (Canciamilla) on public/private partnerships. In the last days of the session, SCAG was asked by the administration to submit technical amendments on AB 850 and did after circulating them among the commissions and AAA. Although the recommendations were not amended into AB 850 due to an impasse between the Governor and Senate President Pro Tempore Perata, the administration may use SCAG's ideas as the basis for 2006 negotiations.

Lastly, SCAG participated in the 2005 CEQA Working Group. Among members of the group, there were commonly held beliefs on streamlining and the exercise of CEQA within streamlined alternatives. No specific, detailed proposal on CEQA streamlining emerged in the session, however, and the effort will continue in 2006.



# Draft for Policy Committee Approval on 11/3/05

## 2006 LEGISLATIVE PROGRAM

The SCAG 2006 Legislative Program describes Regional Council federal and state legislative and administrative priorities that SCAG will pursue during the coming year. The 2006 program is a continuation of last year's program, which included the input of our state and regional planning partners like the California Association of Councils of Government (CALCOG) and the county transportation commissions.

Throughout this section, issues are categorized by subject matter (e.g., Housing, Air Quality) and are grouped into one of three subcategories: Advocacy, Monitoring, or Development.

Issues subcategorized under *Advocacy* are of foremost concern to the Regional Council and will be advocated by SCAG. Issues subcategorized under *Monitoring* are of interest to the Regional Council and will be tracked by SCAG; policy committees and the Regional Council will be alerted to relevant proposed changes in those areas. Issues included under the subcategory *Development* are those in which the Regional Council or its policy committees have asked SCAG staff to further develop ideas, to begin or continue efforts, or to provide more information. They are inventoried here for the Regional Council's information and should not be read as requests for federal or state legislative or administrative action.

## SCAG

### Roles and Leadership

Working in coordination with the county transportation commissions, Metrolink, and local transportation agencies, SCAG will pursue the following advocacy goals.

#### *Advocacy*

- Provide regional leadership in seeking federal and state funding for projects and programs that implement SCAG's adopted 2004 RTP and 2004 RTIP and in advocating for projects needed to maintain air quality conformity in the SCAG region.
- Coordinate advocacy efforts to advance the Southern California Consensus Program and continue consensus building among local transportation commissions, cities, counties, and subregional organizations.
- Advocate federal legislation that facilitates the ability of metropolitan planning organizations (MPOs) to fulfill their roles and responsibilities.
- Advocate state legislation that facilitates the ability of regional transportation planning agencies (RTPAs) and councils of governments (COGs) to fulfill their roles and responsibilities.

# Draft for Policy Committee Approval on 11/3/05

- Advocate a stronger role for regions and MPOs in planning for America's global economic competitiveness.
- With the interstate highway system nearing completion, participate in a national discussion about the role of the federal government in transportation planning and funding to ensure effective participation by the United States in the global economy.

## **Homeland Security**

### *Development*

- Serve as a forum where operations and plans can be discussed and coordinated.
- In coordination with local agencies and other stakeholders, engage as an MPO in a more active role in security and disaster planning.

## **TRANSPORTATION**

### **SAFETEA-LU**

#### *Advocacy*

- Advocate amendments necessary to refine SAFETEA-LU's provisions regarding, among other issues, diesel retrofitting in the Congestion Mitigation Air Quality Program (CMAQ).
- Advocate implementation procedures that are favorable to the SCAG region in the SAFETEA-LU rulemaking process.

#### *Development*

- Continue Southern California Consensus Program consensus-building meetings, visits, and outreach with Members of Congress, state and federal administration officials, the county transportation commissions, cities, counties, subregional organizations and key stakeholders.

## **Appropriations**

### *Advocacy*

- Advocate congressional support for SCAG's FY 2007 appropriations requests as approved by the Regional Council.
- Advocate appropriations for projects contained in the Southern California Consensus Program.

# Draft for Policy Committee Approval on 11/3/05

- Support earmarks or discretionary funding applications of jurisdictions within the SCAG region consistent with the Southern California Consensus Program, the adopted 2004 RTP, the adopted 2004 RTIP and SCAG policies.

## **Maglev**

### *Advocacy*

- Advocate predeployment planning and environmental review funding for the California Maglev Deployment Program.
- Seek FY 2007 appropriations to continue predeployment planning and environmental review.
- Seek federal, state and local funds and policy maker and community support to complete predeployment planning and environmental review for the Initial Operating System (IOS) slated for completion by 2018.

## **Aviation**

### *Advocacy*

- Support legislation to promote and implement a decentralized aviation system including interconnecting high-speed ground transportation.
- Advocate regional airport systems and improved ground access program funding in the reauthorization of the Aviation Investment and Reform Act for the 21st Century (AIR-21).

## **Transportation Financing**

### *Advocacy*

- Advocate a constitutional amendment to protect Proposition 42 revenues from reallocation to the state's General Fund.
- Advocate addressing the allocation of the state's transportation funds to ensure an equitable distribution throughout the state.
- Support design-build and design-sequencing procurement procedures to expedite project delivery.
- Support local ballot initiatives to fund local transportation projects with local sales tax measures.
- Support legislation that promotes the use of public/private partnerships and other innovative financing mechanisms.

# Draft for Policy Committee Approval on 11/3/05

## *Development*

- Continue face-to-face discussions with state and federal legislators from the region about Southern California's long-term transportation requirements and the funding options needed to address these requirements.
- Participate in the development of revenue mechanisms and strategies to finance major regional projects contained in the adopted 2004 RTP, including proposals to increase transportation funding through user fees and sales taxes on motor vehicle fuels and by adjusting the fuel excise tax rate to maintain historical purchasing power.
- Participate in the development of innovative financing proposals such as tax credit bonds, tax credit equity, tax-exempt bonds, TIFIA grants and TIFIA loans repaid with project-generated revenues.
- Expand consensus building and outreach efforts to the general public to educate regional residents about the unmet cost of the adopted 2004 RTP.
- Evaluate the merits of a regional gas tax/user fee measure and the institutional framework necessary to implement and manage it.

## **Environmental Streamlining**

### *Advocacy*

- Advocate the concept of streamlining the environmental documentation process for projects and programs<sup>2%</sup>.

### *Development*

- Build federal, state and local stakeholder support, including public and private interests, for environmental streamlining.

## **Goods Movement**

### *Advocacy*

- Support efforts of the West Coast Corridor Coalition to improve goods movement and reduce congestion along the I-5 from Vancouver, B.C. to Ensenada, Mexico.
- Urge the state and federal government to take action to limit the mobile source emissions arising from goods movement.
- Support regional efforts underway by transportation agencies that develop goods movement projects through the use of financing concepts including user fees and other revenue generating mechanisms to service debt instruments.

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## *Development*

- With the participation and input of the county transportation commissions, Metrolink, and local agencies, develop the concept of user-supported dedicated facilities that offer a viable and potentially self-financing solution for mitigating congestion, reduce mobile source emissions arising from goods movement in Southern California, and ensure the safe and efficient movement of goods essential to the nation's economy.

## **Southwest Compact**

## *Advocacy*

- Advocate legislation that corresponds with SCAG's ongoing efforts to develop the Southwest Passage, a multi-state goods movement trade corridor along the I-10, and the Southwest Compact, a coalition of states sharing goods movement and economic development interests.

## **COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT**

### **Housing**

## *Advocacy*

- Working with the administration, develop a state-funded reimbursement program for the Regional Housing Needs Assessment (RHNA) mandate at the regional and subregional levels.
- Working with housing and CEQA task forces conducted by the Legislature and the administration and with other housing stakeholders, develop and support legislation to redefine the local and regional responsibilities in implementing state housing goals.
- Support initiatives that call for local governments and regions to plan for the provision of a 20-year site inventory, based on natural increases in population and job growth, and that allow neighboring jurisdictions to share responsibilities for increasing the housing supply.
- Advocate the use of state and federal funding to incentivize jobs/housing balance, infrastructure, and environmental mitigation programs in local jurisdictions<sup>2%</sup>.
- Encourage the U.S. Department of Housing and Urban Development's participation in the development of housing strategies with the U.S. Department of Transportation.

### **Growth and Land Use**

## *Advocacy*

- Support federal and state funding initiatives designed to promote mixed-use and multi-modal development<sup>2%</sup>.

# Draft for Policy Committee Approval on 11/3/05

## *Development*

- Participate in the development of legislation related to the jobs-housing balance including, but not limited to, CALCOG growth policies, construction defect litigation and water availability<sup>2%</sup>.
- Encourage cities and counties to adopt land use policies that help the SCAG region achieve air quality conformity and transportation system performance<sup>2%</sup>.

## **Local Finance**

### *Monitoring*

- Via CALCOG, CSAC, the League of Cities and other organizations, monitor legislation pertaining to local finance, including bills and constitutional amendments regarding local sales taxes, property taxes, and gaming fees.

## **ENERGY AND ENVIRONMENT**

### **Air Quality**

#### *Advocacy*

- Advocate community impact and air quality mitigation programs for goods movement projects.
- Support air quality programs that incentivize the acceleration of private and public fleet turn-over to help reduce total regional emissions from on-road mobile sources.
- Support programs that incentivize cost-effective, market-based approaches that promote air-quality beneficial urban form, including incentive programs to encourage pedestrian/bike-friendly redevelopment projects that will help reduce vehicle miles traveled, congestion, and associated emissions<sup>2%</sup>.
- Support programs that fund outreach, education, and incentive programs to encourage behavioral change needed to help reduce vehicle miles traveled, congestion, and associated emissions.
- Urge the state and federal government to take action to reduce mobile source emissions under their jurisdictions or to delegate authority over these mobile sources to local governments.

#### *Monitoring*

- Monitor air quality issues affecting the SCAG region.

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- Monitor legislation or regulations pertaining to power plants located on the Mexican side of the U.S./Mexico border and to their negative effect on air quality in the SCAG region.

## **Energy**

### *Monitoring*

- Track energy legislation relating to the formation, aggregation, and siting of utilities, energy efficient building standards, and renewable energy resources.

### *Development*

- Encourage state efforts to develop energy goals and coordinate local initiatives to provide reliable, secure and safe energy at the lowest possible cost.
- Encourage efforts by the federal, state and local governments of the United States and Mexico to formulate an agreement establishing common environmental standards for the US/Mexico border.
- Encourage the installation and maintenance of California Best Available Control Technologies (BACT) on power plants in neighboring states and on the Mexican side of the US/Mexico border.

## **Habitat and Open Space**

### *Advocacy*

- Advocate market-based, incentive approaches to habitat management at the urban-rural interface, such as easement rights acquisition.

### *Monitoring*

- Monitor state and federal legislation that affects the management of wilderness habitat, urban habitat, endangered species, and recreational open space.

### *Development*

- Encourage the development of state and federal legislation that better integrates habitat conservation planning with regional transportation and land use development plans <sup>2%</sup>.
- Encourage the development of state legislation that supports the better integration of science into habitat and open space management.
- Encourage the development of state legislation that incentivizes the preservation of agricultural lands subject to urbanization pressures <sup>2%</sup>.

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## **Sustainability**

### *Advocacy*

- Support state legislation that promotes sustainability and environmental justice in local and regional planning <sup>2%</sup>.
- Support state legislation that incentivizes the development of brownfield sites in urban areas <sup>2%</sup>.
- Support state legislation that incentivizes the adoption of green building standards <sup>2%</sup>.

### *Development*

- Encourage the development of state and federal incentives to promote urban infill development, as proposed in the Compass Implementation Framework <sup>2%</sup>.

## **Waste Management**

### *Advocacy*

- Support legislation that removes impediments to the adoption of transformation or conversion technologies that will help municipalities maintain or exceed their requirement to divert 50% of their solid waste away from landfills.

### *Monitoring*

- Track state legislation that proposes changes to solid waste diversion mandates, establishes new mandates for solid waste management including electronic waste, or changes municipal recycling procedures.
- Track state legislation that proposes changes to the management and handling of hazardous waste.
- Track California Integrated Waste Management Board (CIWMB) regulatory actions, including issues regarding specific types of waste, alternative daily cover, tipping fees, and markets for recyclable materials.

### *Development*

- Encourage the development of state legislation and regulations to incentivize the deployment of innovative recycling and conversion technology projects.
- Encourage the development of state legislation that incentivizes the recycling and reuse of building demolition debris.



# Draft for Policy Committee Approval on 11/3/05

## Water

### *Advocacy*

- Support legislation that encourages comprehensive planning and implementation of water quality and supply measures, including the creation and operation of local agency initiatives for improved management of regional water resources <sup>2%</sup>.

### *Monitoring*

- Track amendments to Clean Water Act, particularly those involving stormwater and non-point source pollution.
- Track state legislation, regulatory action and pending litigation regarding the implementation of total maximum daily loads (TMDLs).
- Monitor developments in the Bay Delta and on the Colorado River to ensure that the quantity and quality of Southern California water supplies are appropriately protected.
- Track state legislation and regulatory action and litigation concerning regional water impairments and water supplies.

# REPORT

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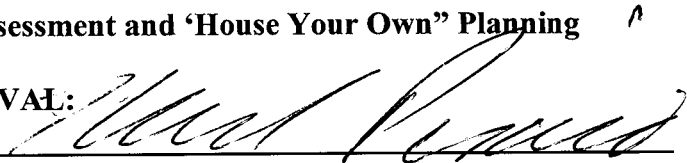
**DATE:** November 3, 2005

**TO:** Community Economic and Human Development Community Development Committee

**FROM:** Hasan Ikhata, Director, Planning and Policy Department

**RE:** Regional Housing Needs Assessment and 'House Your Own' Planning ^

**EXECUTIVE DIRECTOR'S APPROVAL:**



**RECOMMENDED ACTION:**

Pursue an alternative approach to RHNA which allows greater consistency between the forecast the region prepares for the RTP and the housing need input from local government.

**SUMMARY:**

SCAG's focus will be to develop a policy rather than a statistically based RHNA that emphasizes the use of improved growth data locally to help subregions and communities "house their own", and identify priority investment zones where incentives may be targeted to encourage additional housing development, i.e. Compass 2% Strategy areas identified locally. SCAG executive staff has been in discussion with the Secretary of Business, Transportation and Housing on this issue over the last several months.

Key elements of this approach include:

- Prepare a policy based RHNA that conforms to the House Your Own concept instead of the existing housing law statute.
- Develop a 20 year housing forecast for local governments under direction from the State.
- Fund the "House Your Own" RHNA with federal Blueprint transportation resources allocated by the State.
- Prepare a letter to HCD outlining this approach and identifying a preliminary SCAG regional housing need estimate as a basis for beginning consultation by January 2006.
- Request that the State hold SCAG harmless from lawsuits in pursuit of the above referenced approach.

The settlement agreement between SCAG and the State, resolving the litigation after the last RHNA requires SCAG to support legislative efforts consistent with the approach to the RHNA that the staff is recommending. However, it should be kept in mind that this approach has not yet been enacted into law and therefore, absent either a change in the law or adequate assurances from the state, the proposed approach may be subject to legal challenge.

**BACKGROUND:**

Councils of Government (COGs) have a set of new statutory obligations to prepare regional housing needs assessments (RHNA), as part of the local housing element statutory update requirement. The COG requirements and milestones for meeting housing need determination requirements are contained in one part of the updated housing element law (AB21581), while the use of RHNA targets are provided in another updated section (AB2358). New housing element reform legislation affects the current process, and there is a great deal of uncertainty about how the RHNA process will be funded as reimbursement from the Local State Mandate Commission for RHNA expenditures is no longer permitted. There is authority to charge fees in order to recover costs.

The State Department of Housing and Community Development (HCD) recently approved SCAG's request to coordinate the next RHNA with its 2007 Regional Transportation Plan forecasting. The July 6 letter is posted on the SCAG website. Key milestones and dates are:

- Duration of housing elements in the SCAG region will be 6 years;
- Consultation on the region's share of statewide housing need starts 11-1-05.
- Determination of region's share of statewide housing need occurs by 5-1-06.
- Final determination of local housing allocation shares occurs by 7-1-07.
- Adopted local housing elements due to State HCD by 7-1-08.

Using building permits as a performance benchmark, collectively, the region exceeded its 1998-2005 RHNA housing goal by 114% by issuing 60,563 building permits. The RHNA target was 437,984 housing units over the planning period, and 498,547 building permits were issued. This resulted from focused SCAG initiatives to promote more infill housing, job housing balance and suburban development, while convening annual Regional Housing Summits to promote more production

**FISCAL IMPACT: Preparing an option paper for the Administration committee next month assessing potential impacts.**

# MEMO

**DATE:** November 3, 2005

**TO:** Community, Economic and Human Development Committee

**FROM:** Ping Chang, Lead Regional Planner, Data and Monitoring Division  
(213) 236-1839, chang@scag.ca.gov

**SUBJECT:** Highlights of the Draft 2005 State of the Region Report

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## SUMMARY:

Staff will present highlights of the draft *2005 State of the Region Report* which is scheduled to be published in January 2006.

## BACKGROUND:

Since 1998, SCAG has published a *State of the Region* report every year. Staff has prepared the report under the guidance of the Benchmarks Task Force. The list of current membership of the Benchmarks Task Force is included in Attachment 1. In addition, the process for last year's *2004 State of the Region* is also included in Attachment 2 for your information since this year is following a similar process.

The *State of the Region* reports annually on a series of indicators about our region's performance. A primary objective is to assist members of the Regional Council as they determine how the region is doing in meeting the goals in the *Regional Comprehensive Plan and Guide*. Information on the region's performance has also been widely disseminated to assist public officials, business and community leaders in developing appropriate strategies to improve our communities.

The upcoming *2005 State of the Region Report* will provide an assessment on how our six-county region performs on issue areas including Population, Economy, Housing, Transportation, Environment, Education and Safety. The Report also compares the performance of our region with other large metropolitan regions in the nation. Based on the information prepared by staff, the Benchmarks Task Force also develops a Report Card for our region.

At the meeting, staff will present to the Committee highlights of the upcoming *2005 State of the Region Report*. A copy of the Powerpoint presentation is attached.

Summary of draft findings of the *2005 State of the Region Report* includes the following:

## 1. Population

- In 2004, the region continued to grow faster than the rest of the state and the nation. Population increase of 284,000 people in the region accounted for over 10 percent of the total growth in the nation.
- Riverside County continued to have the fastest growth rate within the state in 2004 while Los Angeles County had the largest increase in absolute numbers.
- About 49 percent of the growth was due to natural increase (i.e. births over deaths), 40 percent was from foreign immigration and 11 percent from net domestic migration. Different sources of growth contributed very differently among counties in the region.
- Among the total population, there has been a declining share of the new immigrants (arrived within the last 10 years), a growing share of the settled immigrants (arrived more than 10 years ago) and the immigrants' second generation.

## 2. The Economy

- In 2004, the region's job market showed broad-based improvements from the previous year. Total payroll jobs increased 90,000 jobs (1.3 percent) in 2004 after gaining only 22,000 (0.3 percent) in 2003.
- The economic recovery was supported by:
  - the significant increase in residential construction and investment activities, and
  - continuing increase in real consumer spending fueled by the significant increase in home equity due to the surge in housing prices.
- Construction was the leading generator of new jobs in 2004 followed by Leisure and Hospitality, Professional Services and Financial Activities sectors. Job losses in manufacturing in 2004 were much less severe than that in the previous year.
- Unemployment rate in the region, though declined from 6.2 to 6.0 percent between 2003 and 2004, continued to be higher than the national average at 5.5 percent.
- Real average payroll per job (after adjusting for inflation) increased slightly (0.9 percent) in 2003 following the 0.8 percent decline in 2002.
- Real per capita income is estimated to increase close to 2 percent in 2004, the first gain since 2000. Between 2000 and 2003, real per capita income in the SCAG region improved from 82.6% to 85.4% when comparing with the average of the 17 largest metropolitan regions in the nation.
- Real median household income in the region increased by 2.6 percent in 2004, also the first gain since 2000.
- More than 14 percent of residents were in poverty in 2004, little change from 2000.

## 3. Housing

- In 2004, the region achieved the largest number of building permits (93,000 units) as well as the largest increase (15,000 units) from the previous year since 1989.
- The ratio between population increase and new housing units with building permits was 3.0 in 2004, the lowest since 1995.

- Homeownership rate (57 percent) increased by almost 3 percent since 2000, but continued to be well below the national average (69 percent) and that of the other largest metropolitan regions.
- Sharp increases in home prices significantly outpaced the growth in household income and made housing much less affordable.
- Rental cost burden increased with 54 percent of all renters paying 30 percent or more of their incomes, an increase of 5 percent since 2000.

#### 4. Transportation

- The SCAG region continued to be the most congested region in the nation in 2004.
- The total numbers of highway fatalities in 2004 remained almost the same as in 2003 while the rest of the state decreased by 5 percent.
- Average travel time to work increased slightly from 28.1 to 28.8 minutes between 2003 and 2004.
- Carpool share of work trips decreased from 13 to 11.4 percent between 2003 and 2004.
- Due to the MTA labor union strike in late 2003, total transit annual boardings during FY 2004 (from July 2003 to June 2004) in the region declined by about 2 percent. However, during FY 2005, MTA more than recovered the losses in the previous fiscal year.
- Air passengers increased by 7.2 million (9 percent) from 2003 to 2004 after losing 10 million from 2000 to 2003.

#### 5. The Environment

- Ozone conditions improved significantly in 2004 partly due to milder weather. In particular, the number of days exceeding the Federal 1-hour standard decreased from 68 days in 2003 to 28 days in 2004. The number of days for health advisory in the South Coast Air Basin also dropped from 36 to 4 days during the same period.
- Between 2003 and 2004, the annual average concentration of PM<sub>10</sub> continued to exceed the federal standard. In addition, the number of days exceeding the federal 24-hour PM<sub>10</sub> standards also decreased in all three non-attainment basins (South Coast, Salton Sea and Mojave Desert) in the region.
- PM<sub>2.5</sub> exceedance continued but with reduced annual average concentration level.
- CO continued to meet federal attainment standards.

#### 6. Education

- Student test scores for 8th grade continued to perform below the national median except for Orange and Ventura counties. Nevertheless, from 2003 to 2004, there were slight improvements in math test scores throughout the region
- High school dropout rate decreased in Imperial, Orange and Riverside counties but has been increasing in San Bernardino County since 2000.
- Between 2000 and 2004, there were noticeable improvements in educational attainment. During this period, the percentage of adults with at least a high school degree increased from 74 to 77 percent while the percentage of adults with at least a bachelor's degree increased from 25 to 27 percent.
- Persistent racial/ethnic disparity in educational performance.

## 7. Safety

- Violent crime rates continued to decline by 10 percent from 2003 to 2004 with the most significant improvements in Imperial and Riverside counties.
- Juvenile felony arrest rates increased by 2 percent from 2003 to 2004, in contrast to the trend of continuous decline between 1990 and 2003.
- Hate crime activities at lowest level since 2001.

**ATTACHMENT 1****Benchmarks Task Force Membership**

Hon. Ronald O. Loveridge, Mayor, City of Riverside, Task Force Chair  
Hon. Debbie Cook, Councilmember, City of Huntington Beach, Task Force Vice Chair  
Hon. Paul Bowlen, Councilmember, City of Cerritos  
Hon. Mona Field, Board of Trustees, Los Angeles Community College District  
Hon. Paul Nowatka, Councilmember, City of Torrance  
Hon. Pam O'Connor, Councilmember, City of Santa Monica  
Hon. Bev Perry, City Clerk, City of Brea  
Hon. Toni Young, Councilmember, City of Port Hueneme  
Rick Bishop, Western Riverside Council of Governments  
Kimberly Collins, San Diego State University (Imperial Valley Campus)  
Fernando Guerra, Loyola Marymount University  
Lee Hanson, California State University, San Bernardino  
Dean Kubani, City of Santa Monica Environmental and Public Works  
Jerilyn Lopez Mendoza, Environmental Defense  
Dowell Myers, University of Southern California  
Paul Ong, University of California, Los Angeles  
Todd D. Priest, Building Industry Association of Southern California  
Anil Puri, California State University, Fullerton  
Ty Schuiling, San Bernardino Associated Governments  
Arthur J. Shaw, Consulting Economist  
Arnold Sherwood, University of California, Berkeley  
Jim Stewart, Southern California Council on Environment and Development  
Goetz Wolff, Center for Regional Employment Strategies and UCLA



## ATTACHMENT 2

### **The State of the Region 2004 Program A Brief Description of the Objectives and Process**

#### **Objectives**

1. Tracking and assessing the performance of Southern California in comparison to other metropolitan regions in the nation.
2. Disseminating information on the region's performance to assist public officials, business and community leaders in developing appropriate strategies to improve our communities.
3. Informing and educating community residents on how our region is performing.

#### **Targeted Audiences**

1. Elected officials at local, state and federal levels.
2. Business and community leaders.
3. Key agency staff including local government planning directors.
4. Community groups and residents.

#### **Implementation**

1. With the guidance of a Benchmarks Task Force, which consists of elected officials and issue expert representatives in the region, SCAG staff collected and analyzed information regarding the performance of the region. Regional performance was assessed with respect to issues including demography, economy, housing, transportation, environment, education and public safety. A Report titled "*The State of the Region 2004*" was then prepared and released on February 3, 2005.
2. A total of 1,000 copies of *The State of the Region 2004* and 2,500 copies of the *Report Cards* have been mailed to many interested parties, including, for example:
  - SCAG Regional Council and Policy Committee members including more than 100 elected officials;
  - Chief County and City Administrators of 193 local governments in the region;
  - local government planning directors;
  - members of the state and congressional delegations; and
  - regional public libraries.
3. The full Report has been posted on the SCAG's home page ([www.scag.ca.gov](http://www.scag.ca.gov)) since February 3, 2005 and has been downloaded more than 45,000 times.

4. The press conference to release *The State of the Region 2004* on February 3, 2005 received very prominent media coverage throughout Southern California. Report coverage included 26 newspapers (including outside of the region), 7 TV stations and 4 radio stations. Specifically, newspaper coverage included the following:
  - Los Angeles Daily News
  - Orange County Register
  - Riverside Press Enterprise
  - San Bernardino County Sun
  - Inland Valley Daily Bulletin
  - Antelope Valley Press
  - Los Angeles Business Journal
  - Long Beach Press Telegram
  - North County Times
  - Pasadena Star News
  - San Gabriel Valley Tribune
  - Santa Monica Daily Press
  - South Bay Daily Breeze
  - Whittier Daily News
  - Downey Patriot
  - The Lookout (Santa Monica)
  - Temecula Californian
  - Palm Springs Desert Sun
  - Victor Valley Daily Press
  - La Opinion
  - China Press
  - Chinese Daily News
  - Sing Tao
  - Monterey Herald
  - San Jose Mercury News
  - Sarasota Herald Tribune
  - The Washington Times
5. In addition to the media coverage, SCAG staff has also received invitations and made presentations to public and private organizations in the region.
6. *The State of the Region* has been used as course reference materials in universities such as UCLA, UC Riverside and University of Southern California.
7. *The State of the Region* has been identified by the U.S. GAO as an example in the nation that contains a comprehensive indicator system.



## Highlights of the Draft 2005 State of the Region

*Community, Economic and  
Human Development Committee  
November 3, 2005*

Ping Chang, Lead Regional Planner  
Data and Monitoring  
(chang@scag.ca.gov, 213-236-1839)

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## Overall Approach

- Guided by the Benchmarks Task Force
- Build on the previous assessment of the 1990s
- Focus on 2000-2004 change, particularly during 2004
- Assess whether our region achieved absolute improvements
- Assess how our region performed relative to other large metropolitan regions

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## 2005 Report Issue Areas

1. Population
2. The Economy
3. Housing
4. Transportation
5. The Environment
6. Education
7. Safety

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## Overview of Findings

1. Fast population growth with major demographic transformations.
2. Achieved the first meaningful job growth in 2004 of 90,000 (1.3 percent) since 2000.
3. Achieved the first gains in 2004 in real per capita income and median household income since 2000.
4. Issued the largest number of residential permits but with record home prices and the lowest level of housing affordability since 1989.

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## Overview of Findings (cont'd)

5. Continued to have the highest level of congestion with carpooling share of work trips dropping by 3 percent since 2000 and corresponding increases in drive-alone commuting.
6. Continued to exceed the federal air quality standards but with noticeable improvements in Ozone, PM10 and PM2.5 partly due to much milder weather.
7. Little progress in student test scores and dropout rates but with improvements in educational attainment since 2000.
8. Continuing decline in violent crime rate but with the first slight increase in juvenile felony arrest rate since 1990.

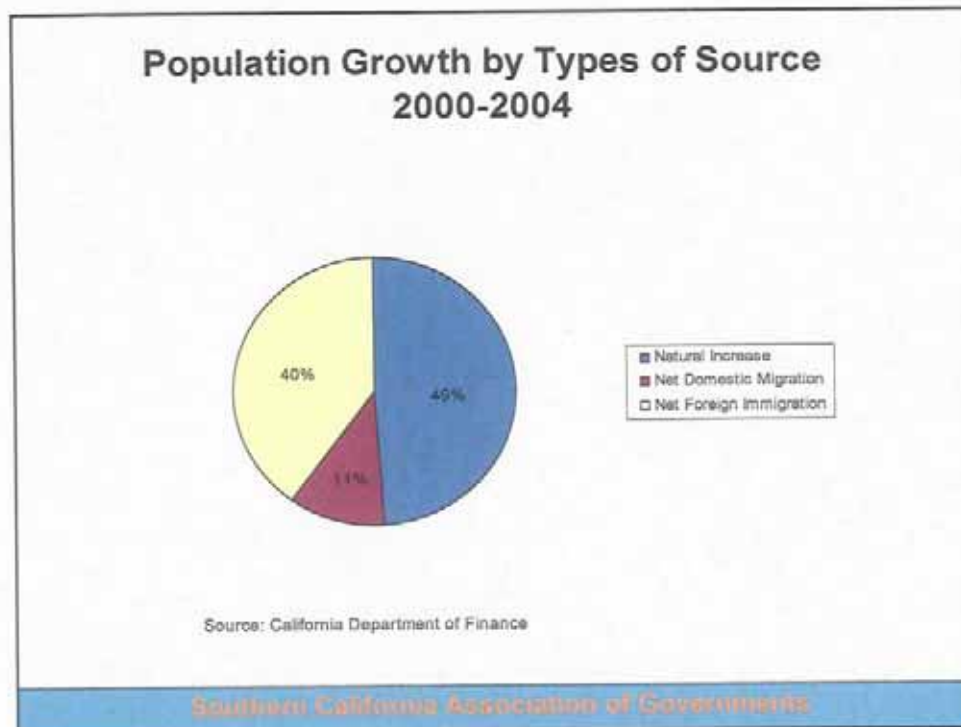
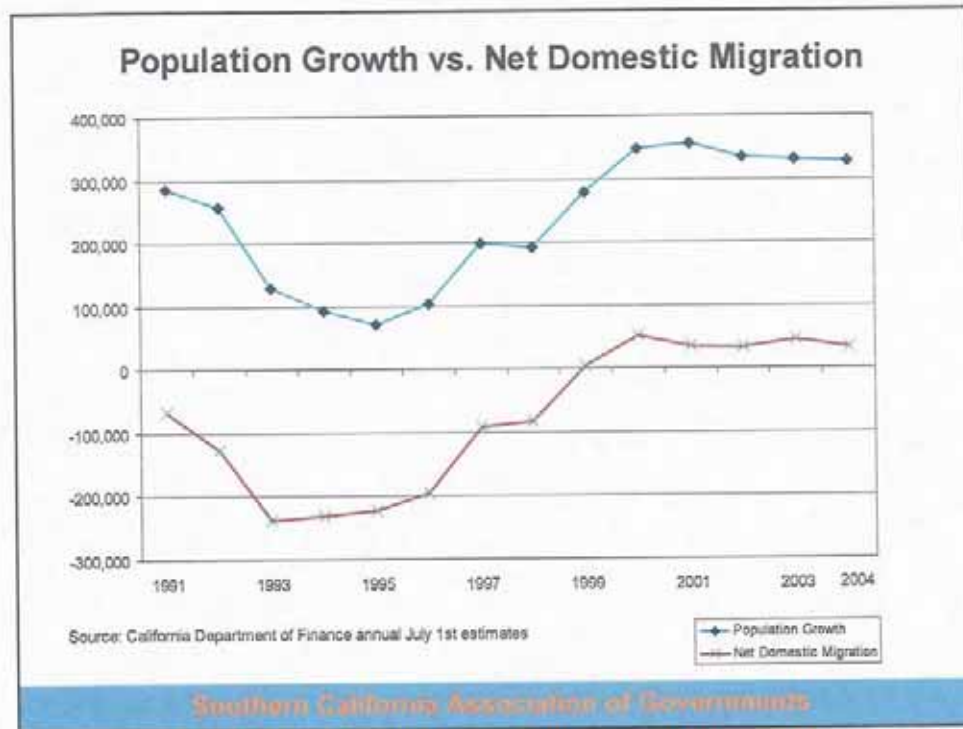
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## Population

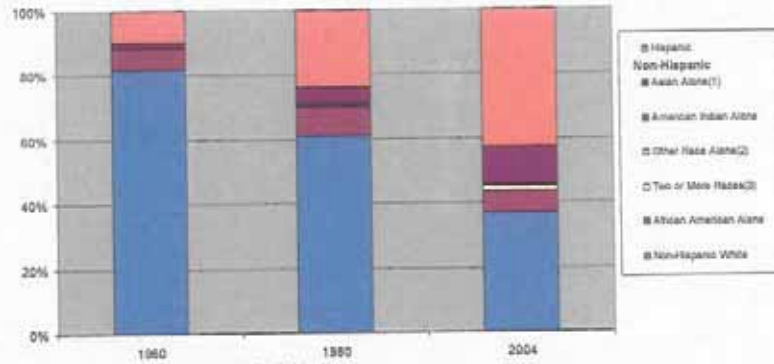
***Growth Characteristics***  
***Demographic Dynamics***

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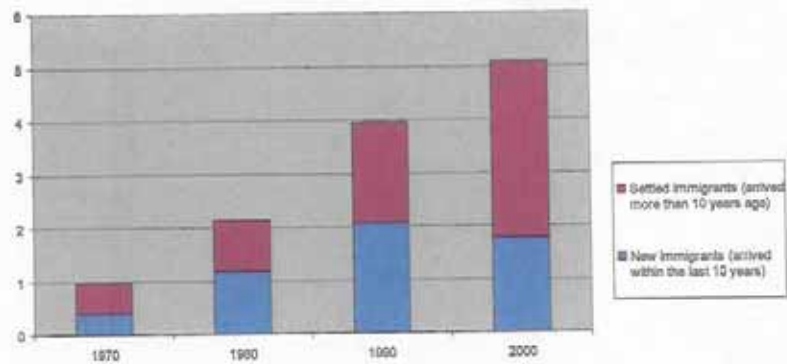
## Population by Race and Ethnicity



Notes: (1) "Asian Alone" also includes Pacific Islander.  
 (2) "Other Race Alone" is too small to be shown (at 0.3 percent in 2004).  
 (3) Only the 2004 data included the "Two or More Races" category to which people may choose to belong.  
 Source: U.S. Census Bureau. Data in 1980 was estimated by James Alan and Eugene Turner, 2002. *Changing Faces, Changing Places*.

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## New Immigrants vs. Settled Immigrants (Millions)

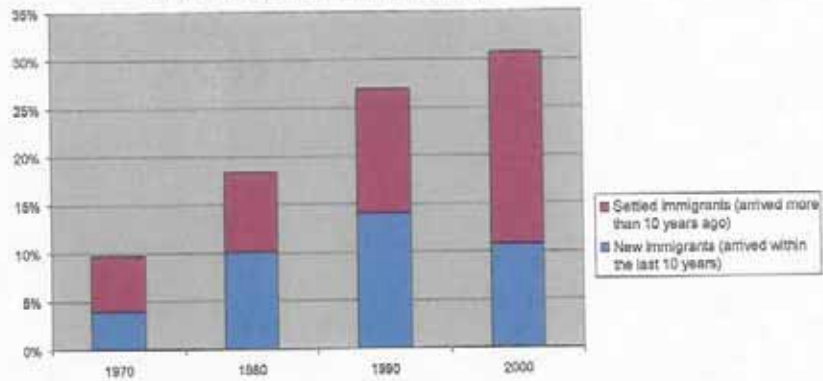


Source: U.S. Census Bureau

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## New Immigrants vs. Settled Immigrants

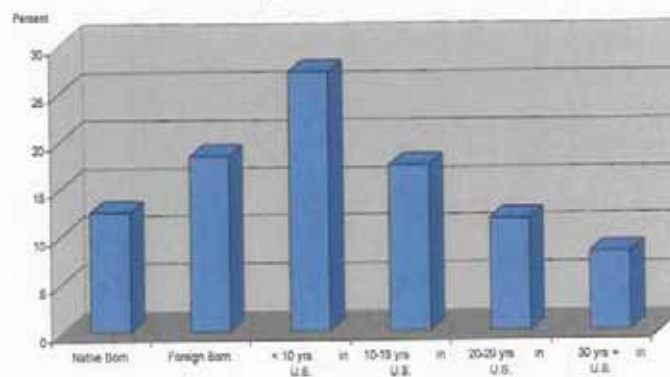
(Share of the Region's Total Population)



Source: U.S. Census Bureau

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## Poverty Rates of Native Born and Foreign Born in California, 2000

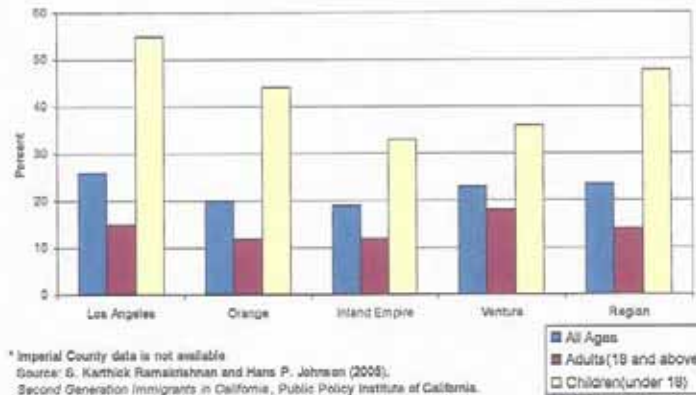


Source: USC, Population Dynamics Group, 2001, *Demographic Futures for California*, based on data in the Current Population Survey 2000.

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### Immigrants' Second Generation, 2004 (Population Share)



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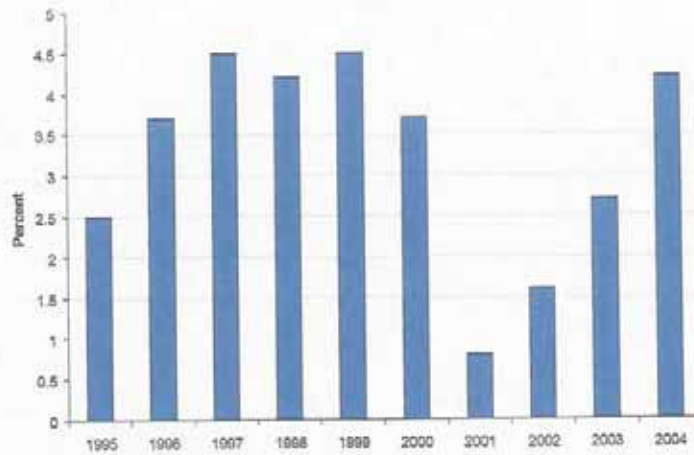


## Economy

### Employment Income

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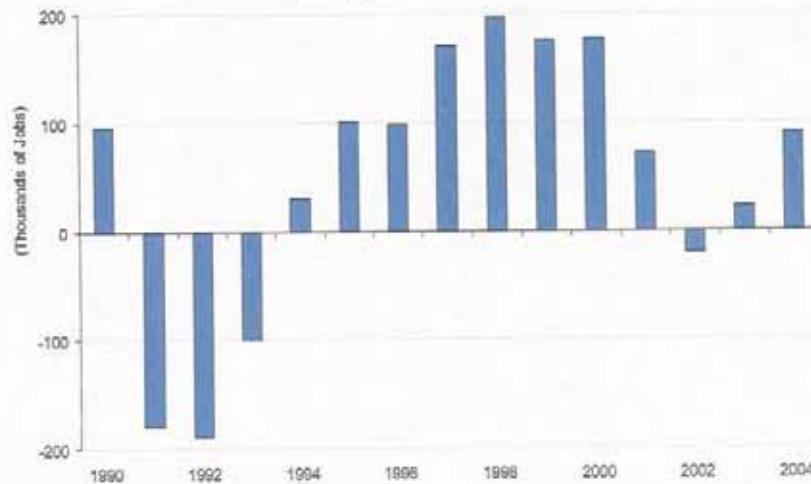
### Real Gross Domestic Product (GDP), U.S. (Percent Change from Previous Year)



Source: U.S. Bureau of Economic Analysis

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### Wage and Salary Employment (Change from Previous Year)



Source: California Employment Development Department

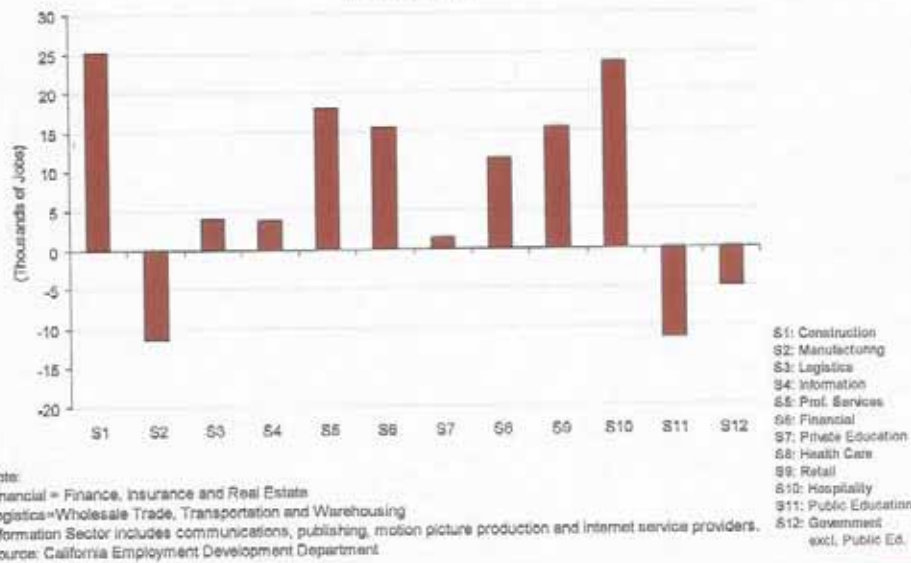
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## Wage and Salary Employment (000)

County	1990	2000	2002	2003	2004	2002-2003		2003-2004	
						Number	Percent	Number	Percent
Imperial	44.9	50.4	50.8	51.9	51.2	1.1	2.2	-0.7	-1.3
Los Angeles	4,149.5	4,079.8	4,034.6	3,990.8	3,999.7	-43.8	-1.1	8.9	0.2
Orange	1,179.0	1,396.5	1,411.0	1,436.2	1,466.9	25.2	1.8	30.7	2.1
Riverside/ San Bernardino	735.1	1,010.1	1,084.0	1,119.7	1,169.7	35.7	3.3	49.0	4.4
Ventura	247.0	294.3	301.0	304.4	305.7	3.4	1.1	1.3	0.4
Region	6,355.5	6,831.1	6,881.4	6,903.0	6,992.2	21.6	0.3	89.2	1.3
Rest of California	6,607.9	9,065.6	7,949.1	7,866.7	7,916.9	-82.4	-1.0	50.2	0.6
California	12,863.4	14,896.7	14,830.5	14,769.7	14,909.1	-60.8	-0.4	139.4	0.9
U.S.	109,403.0	131,766.0	130,341.0	129,999.0	131,480.0	-342.0	-0.3	1,481.0	1.1

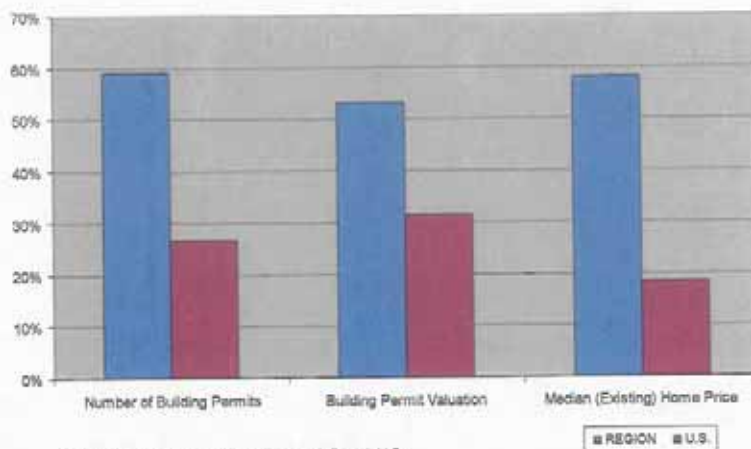
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## Employment Change by Selected Sectors (2003-2004)



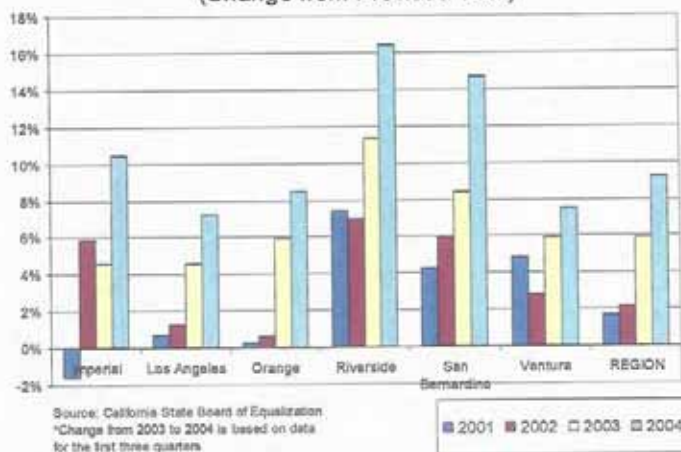
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### Building Permits and Home Prices, 2001-2004 (Percent Change)

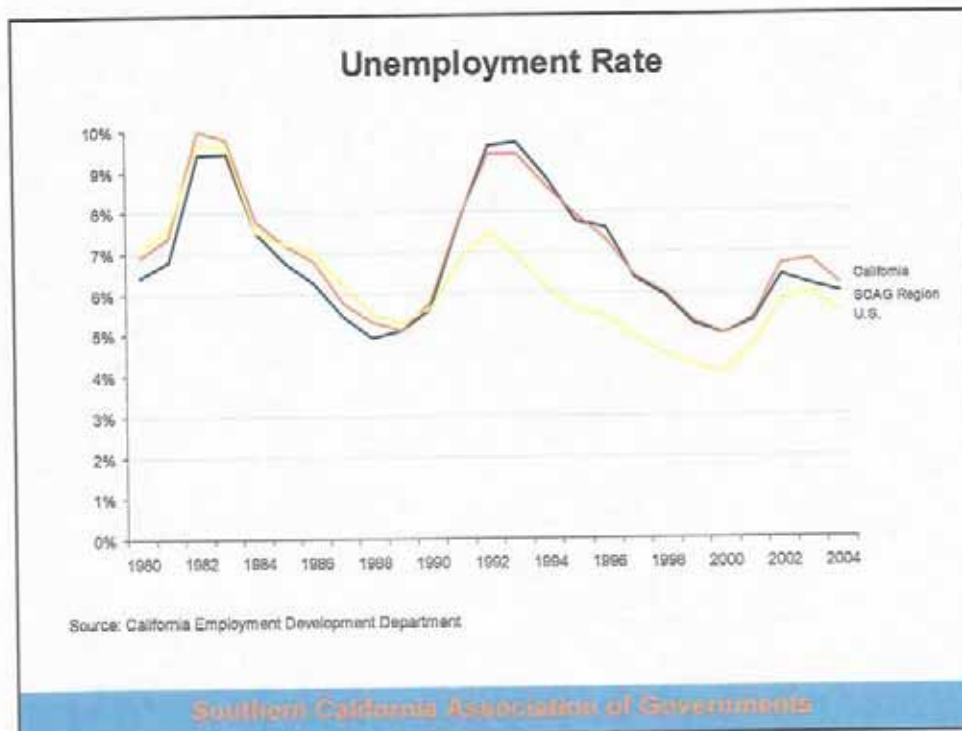
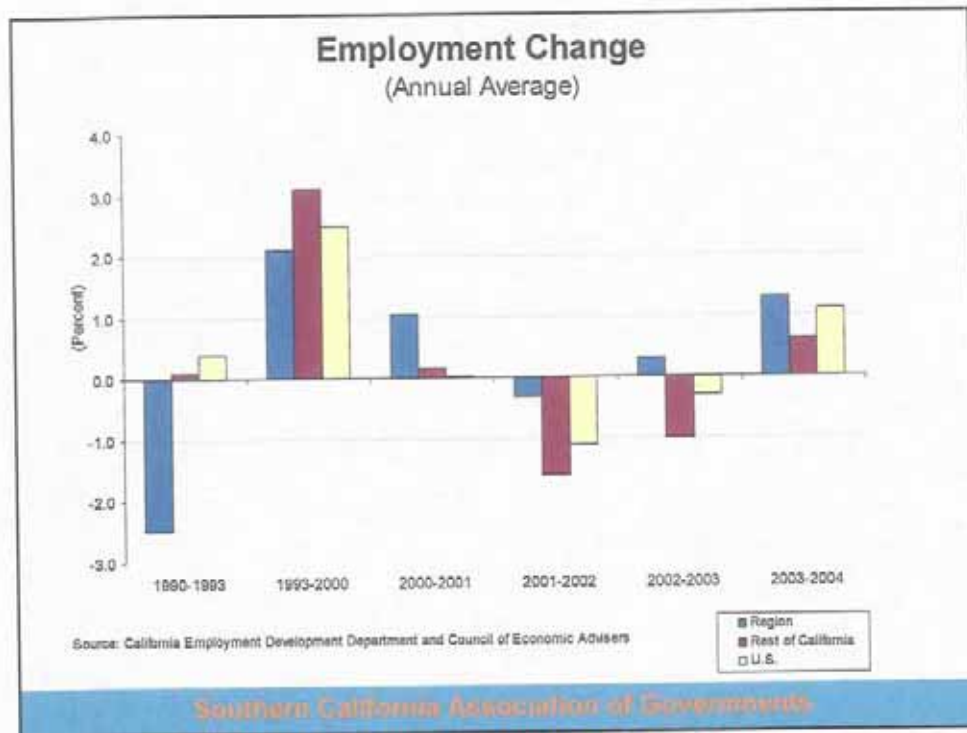


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### Taxable Sales (Change from Previous Year)



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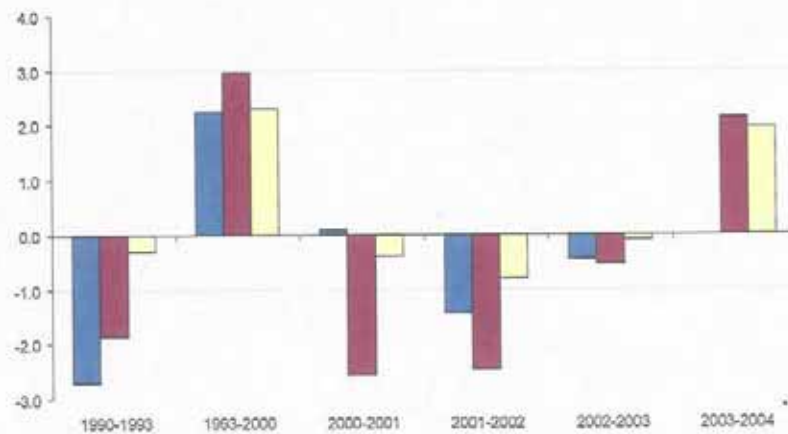
### Real Personal Income Per Capita (2003 Dollars)



\* Official data for the SCAG region in 2004 is not available  
Source: U.S. Bureau of Economic Analysis

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### Growth of Real Personal Income Per Capita (Annual Average)



\* Official data for the SCAG region is not available  
Source: U.S. Bureau of Economic Analysis

REGION CA U.S.

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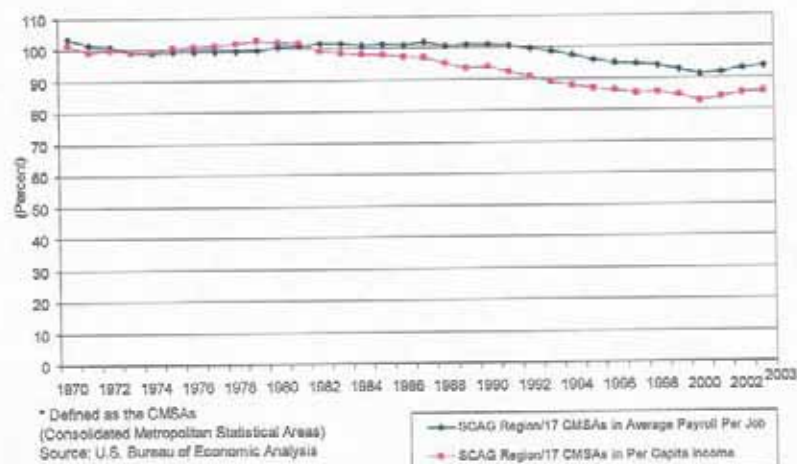


### ***Real median household income***

- Increased by 2.6% between 2003 and 2004 while remained the same at the national and state levels
- first gain since 2000

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**SCAG Region vs.  
17 Largest Metropolitan Regions**  
(Average Payroll Per Job and Per Capita Personal Income)



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### Per Capita Income by Metropolitan Region, 2003



Source: U.S. Bureau of Economic Analysis

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### *Poverty rates*

- More than 14% with little change from 2003
- Remained higher than the state (13.3%) and the nation (13.1%)

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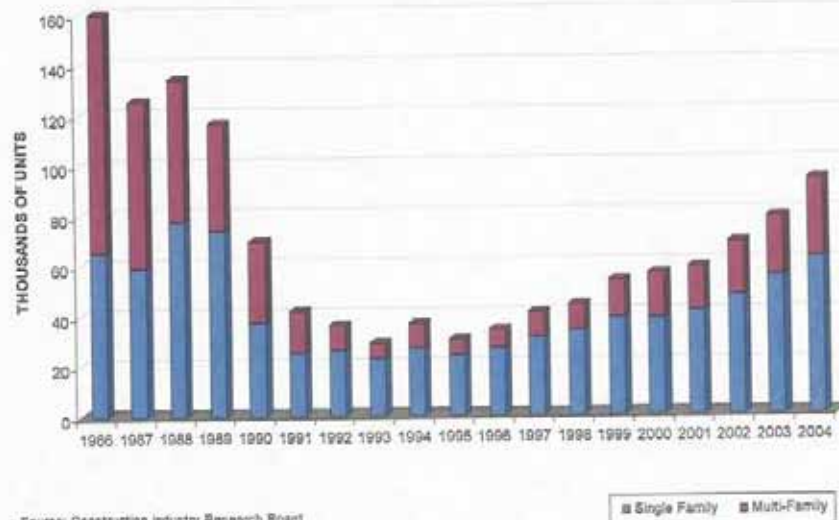


## Housing

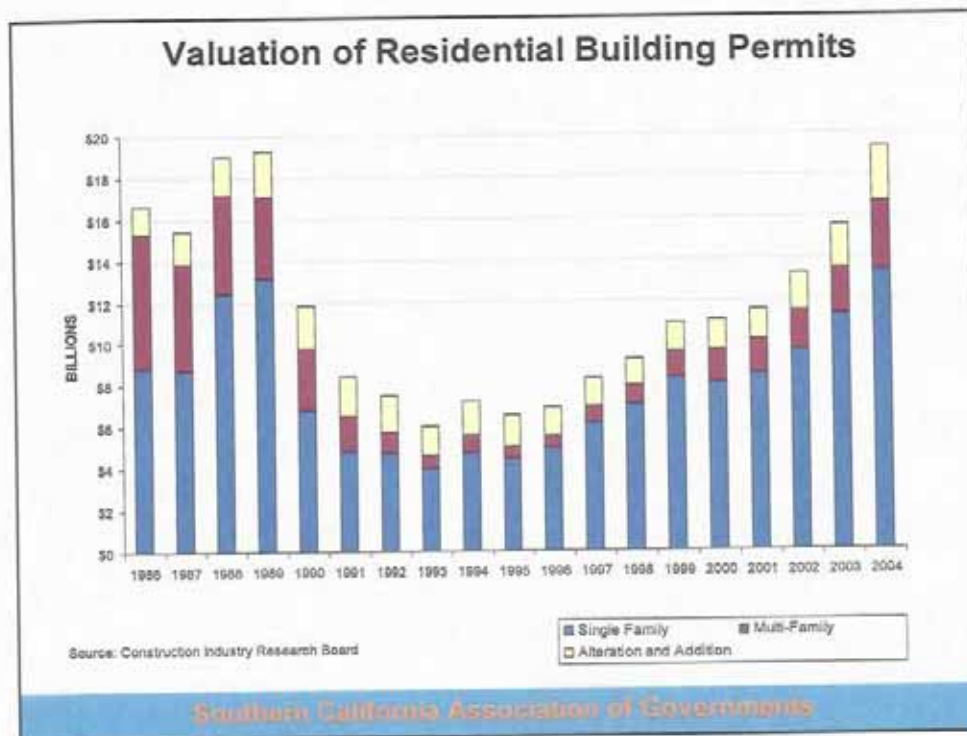
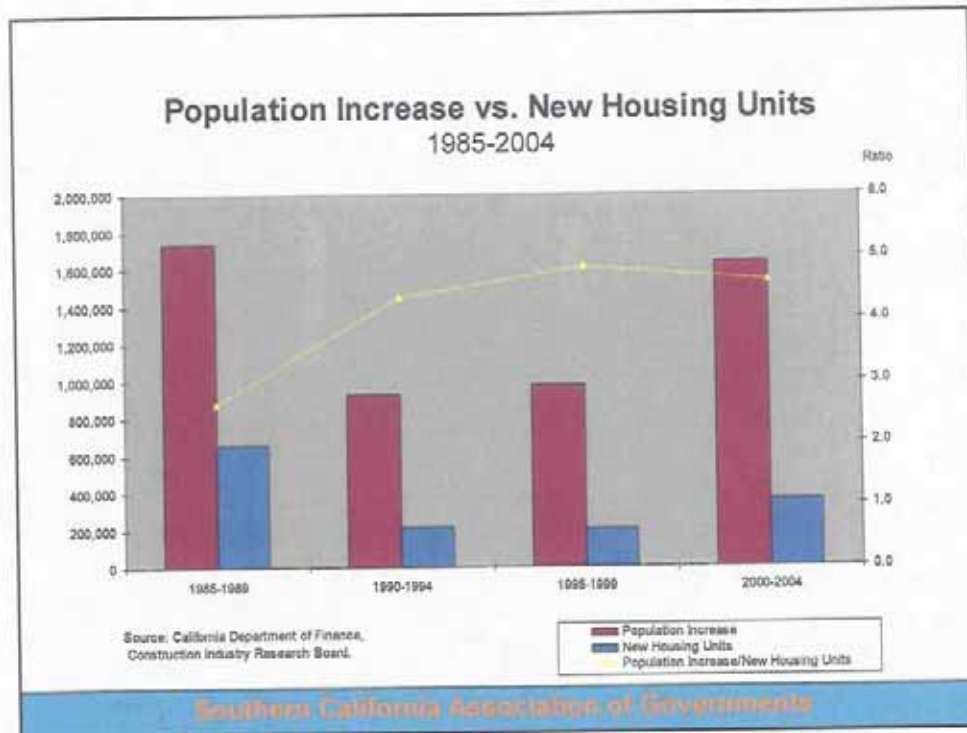
*Housing construction*  
*Homeownership rates*  
*Housing affordability*  
*Crowded housing*

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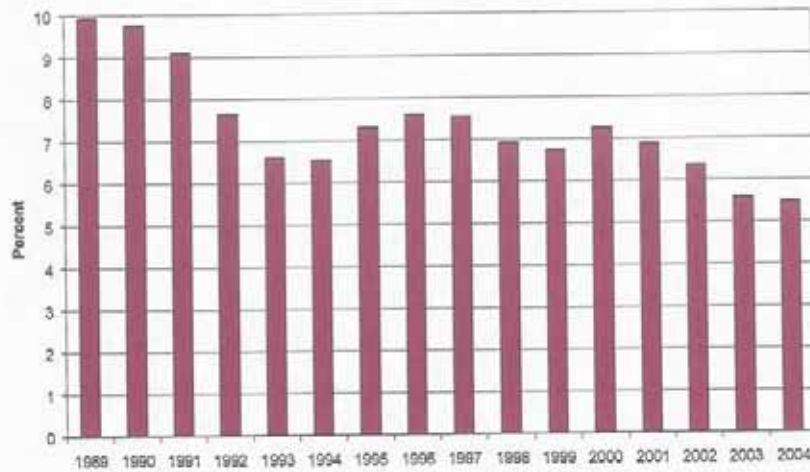
### Residential Building Permit Activity



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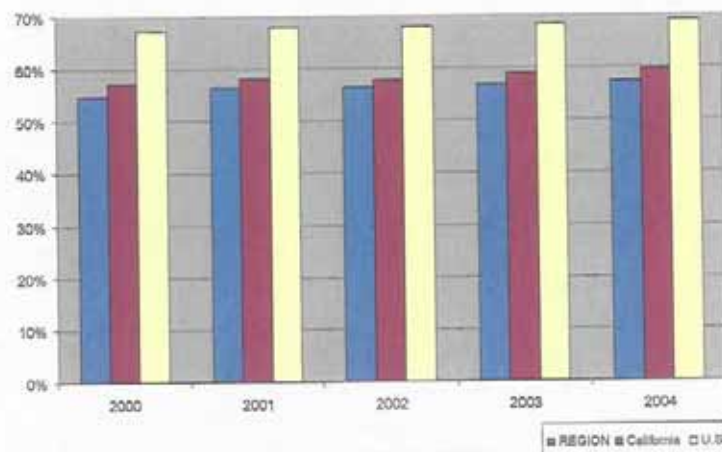
### Average Mortgage Rate



Source: Real Estate Research Council of Southern California

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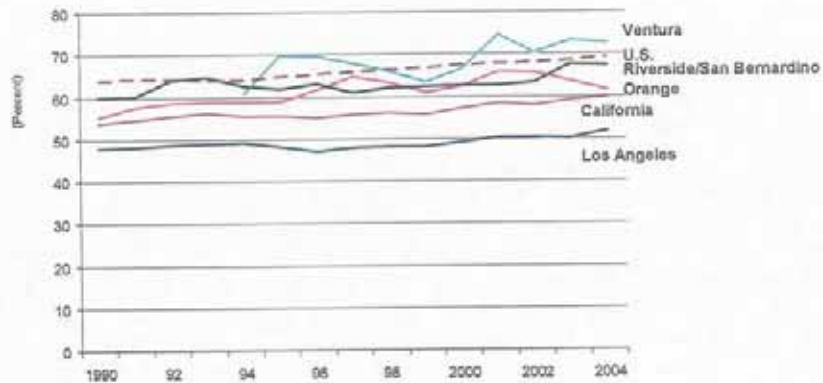
### Homeownership Rates



Source: U.S. Census Bureau and California Department of Finance

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## Homeownership Rates

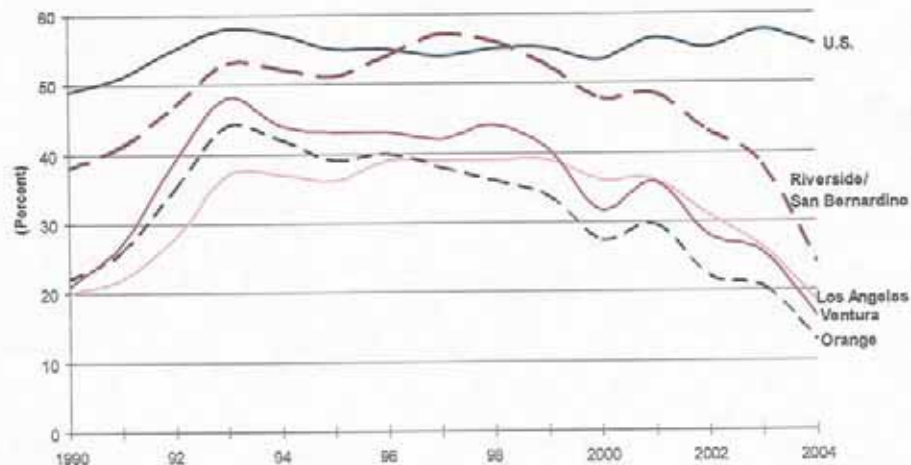


Source: U.S. Census Bureau. Ventura County annual data started from 1994. Imperial County's homeownership rate was 55 percent in both 1990 and 2000, other annual data unavailable.

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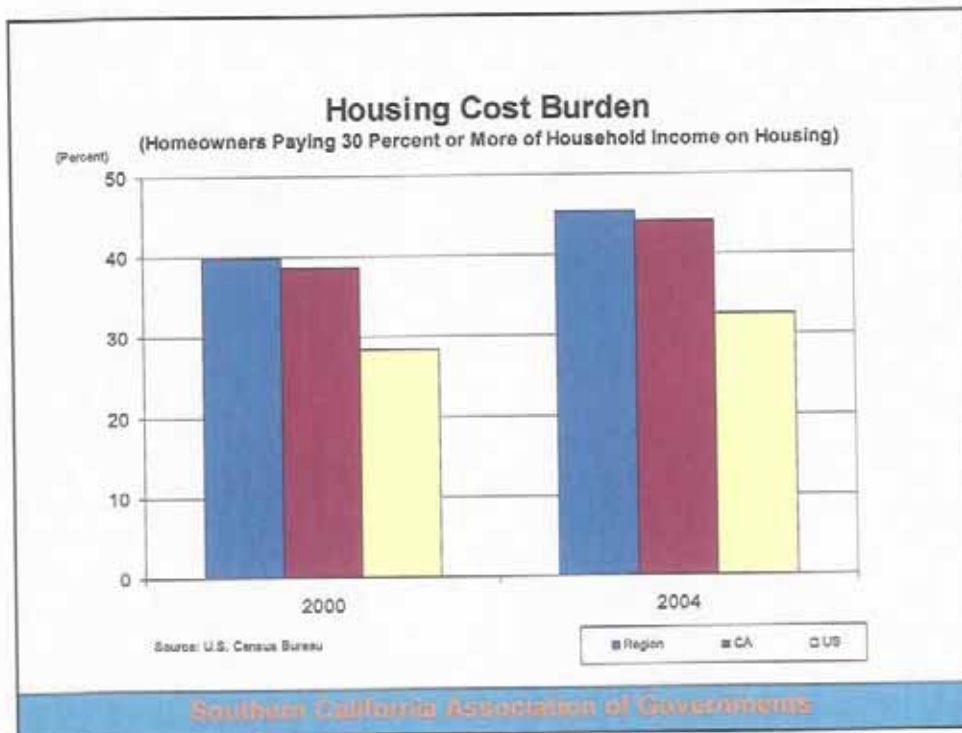
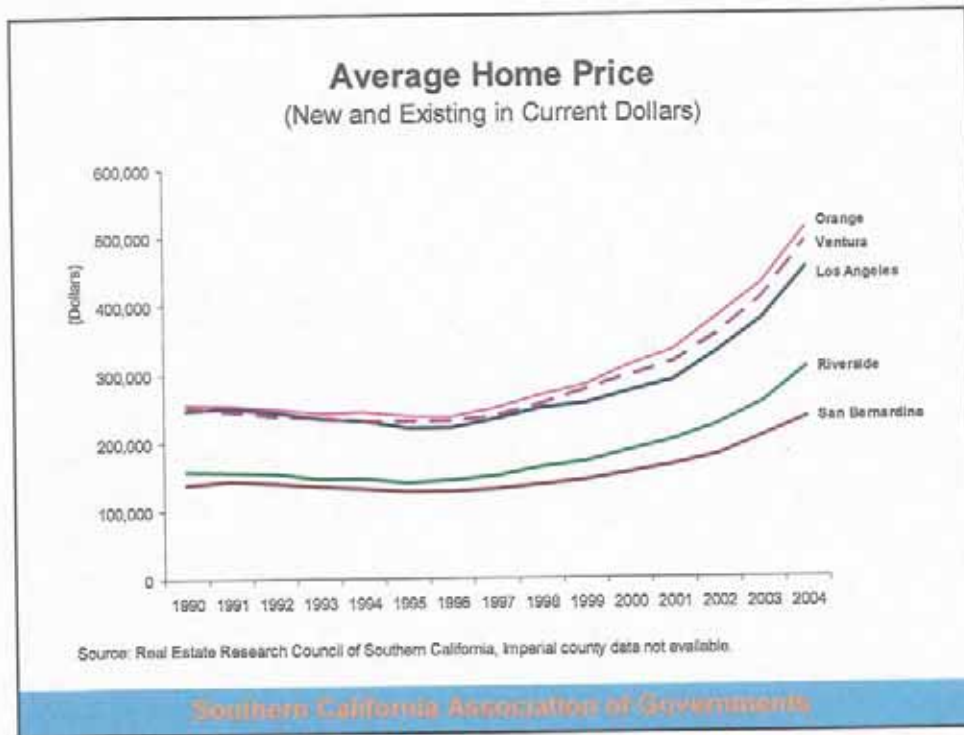
## Housing Affordability


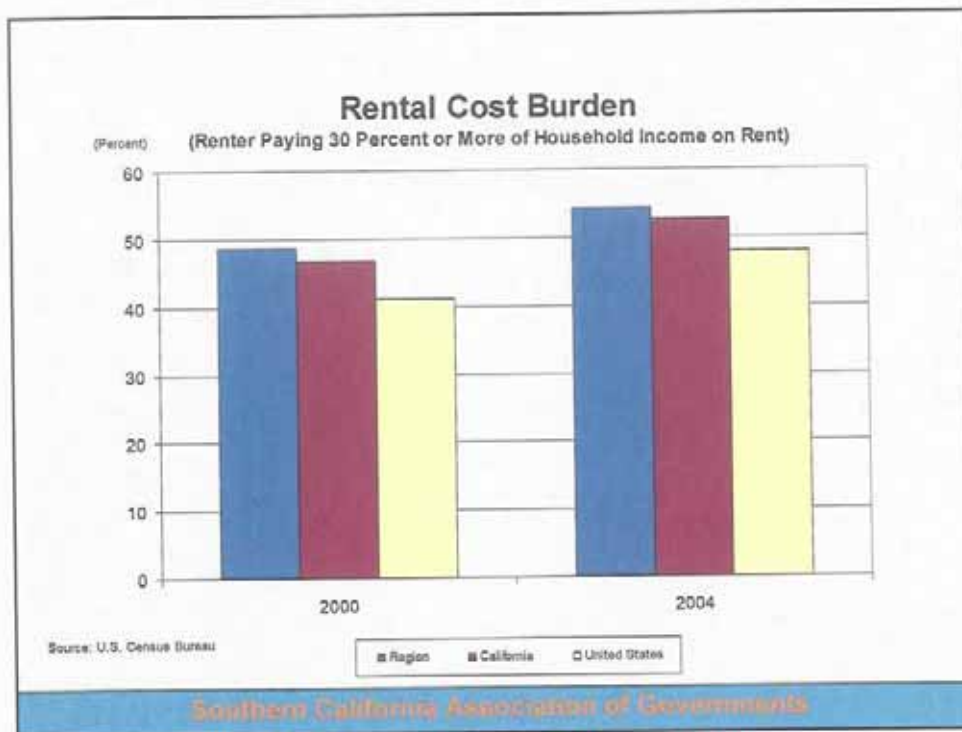
(Percent of Households Who Can Afford to Purchase a Median-Priced Home)



\* Data for Imperial County is not available  
Source: California Association of Realtors

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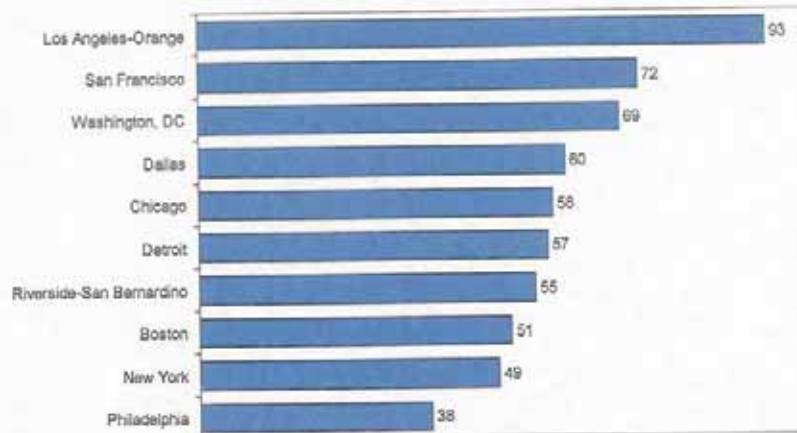
## Mobility

***Congestion***  
***Highway fatalities***  
***Transit boardings***  
***Mode choices for work trips***

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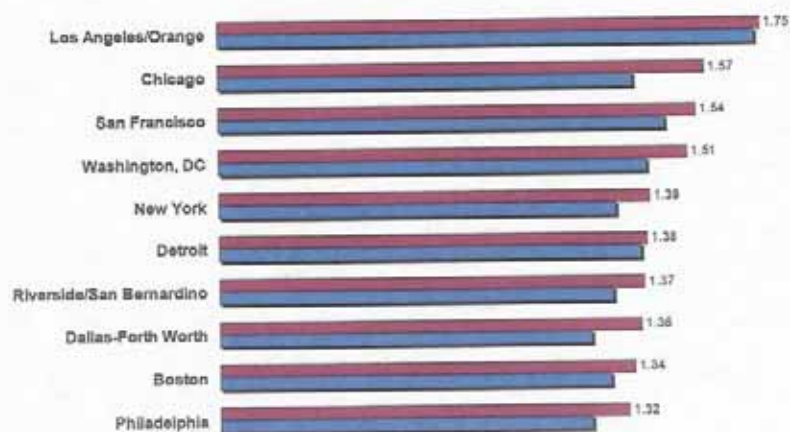
### Annual Hours of Delay per Traveler by Metropolitan Area, 2003



Source: Texas Transportation Institute

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### Peak Period Travel Time Index by Metropolitan Area

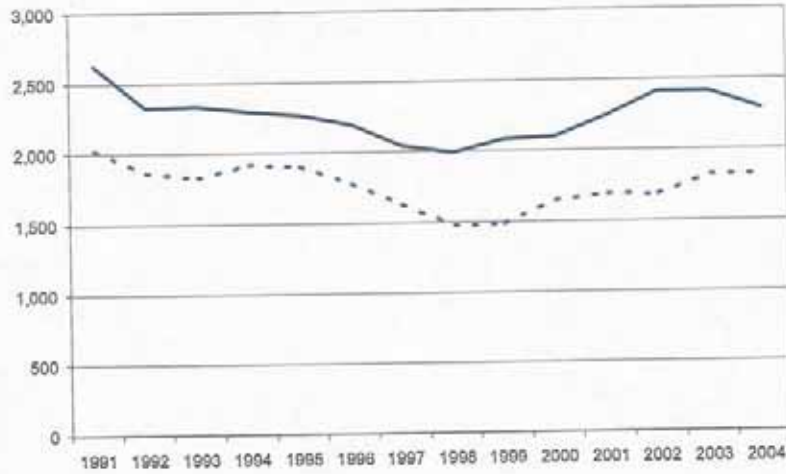


\* Travel time index is the ratio of peak period travel time to free flow travel time.  
Source: Texas Transportation Institute

■ 2003  
■ 1993

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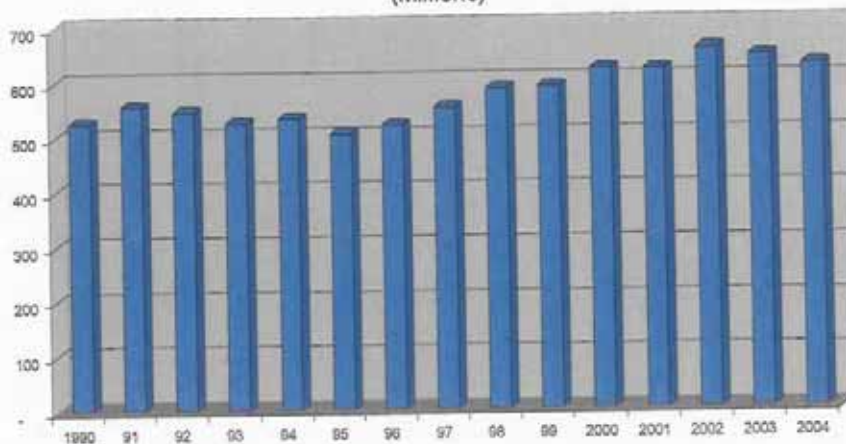
### Highway Accident Fatalities



Source: California Highway Patrol with 2004 preliminary data

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### Transit Boardings - All Major Operators (Millions)

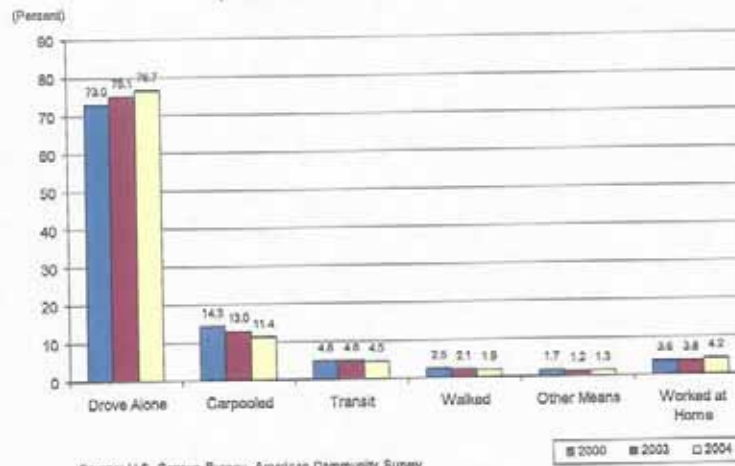


Source: National Transit Database by fiscal year and SCAG including preliminary estimates for 2004 data.

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### Mode Choice to Work (Workers 16 Years and Over)



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## Environment

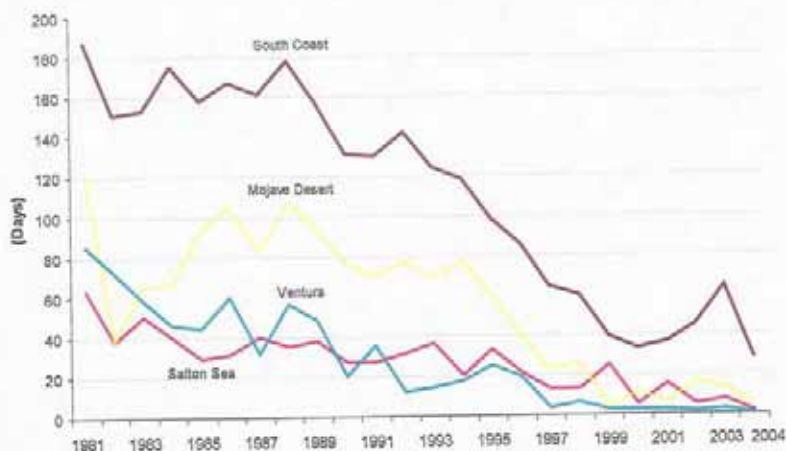
**Air Quality**

**Water Resources**

**Solid Waste**

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### Ozone Pollution in Non-attainment Air Basins (Number of Days Exceeding Federal One-Hour Standard)



\* Ventura County is part of the South Central Coast Air Basin  
Source: California Air Resources Board and South Coast Air Quality Management District

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### Ozone Pollution in Non-attainment Air Basins (Number of Days Exceeding Federal Eight-Hour Standard)



\* Ventura County is part of the South Central Coast Air Basin  
Source: California Air Resources Board and South Coast Air Quality Management District

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### PM<sub>10</sub> in Non-attainment Air Basins (Percent of Federal Annual Average Standard\*)

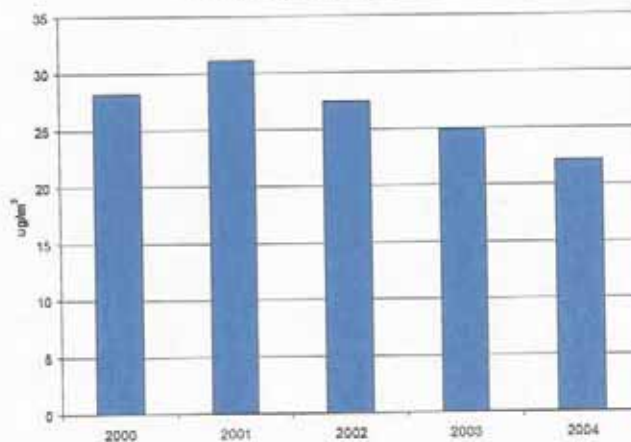


\* Above 100 percent means exceeding the federal standard. Also PM<sub>10</sub> condition may be impacted significantly by natural events or pollution transport.

Source: California Air Resources Board

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### PM<sub>2.5</sub> Pollution in the South Coast Air Basin (Annual Average Concentration\*)



\* Federal annual average standard for PM<sub>2.5</sub> is 15 ug/m<sup>3</sup>  
Source: South Coast Air Quality Management District

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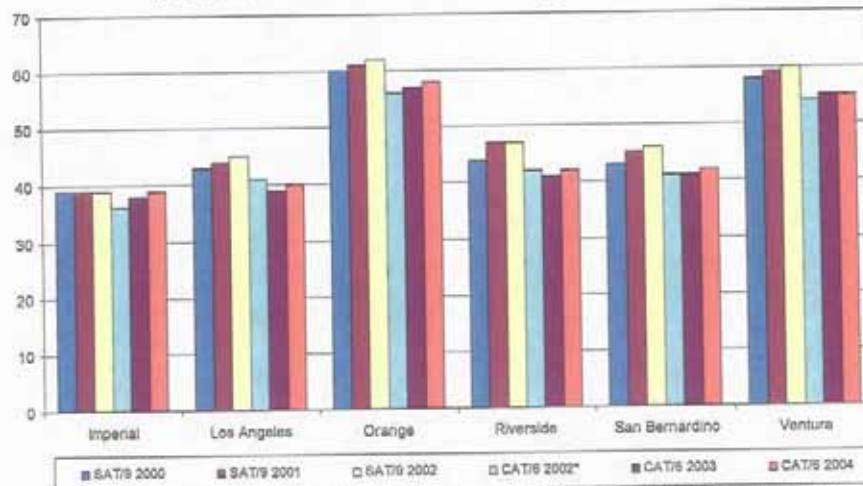


## Education

*Test scores for 8th grade*  
*High school dropout rates*  
*High school graduates meeting*  
*UC/CSU entrance requirements*  
*Educational attainment*  
*Racial/ethnic disparity*

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**Math Test Scores for 8th Grade**  
 (National Percentile Rank of Average Student Score)

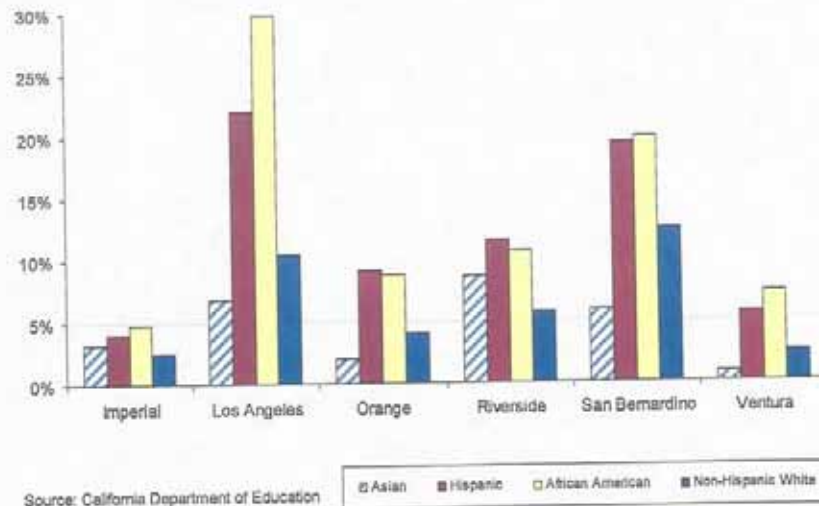


Source: California Department of Education

\*California switched from using the SAT/9 score in 2002 to the CAT/6 score in 2003. The CAT/6 2002 score is not actual, but predicted, based on the SAT/9 2002 score. It can be compared to the CAT/6 2003 score to see movement.

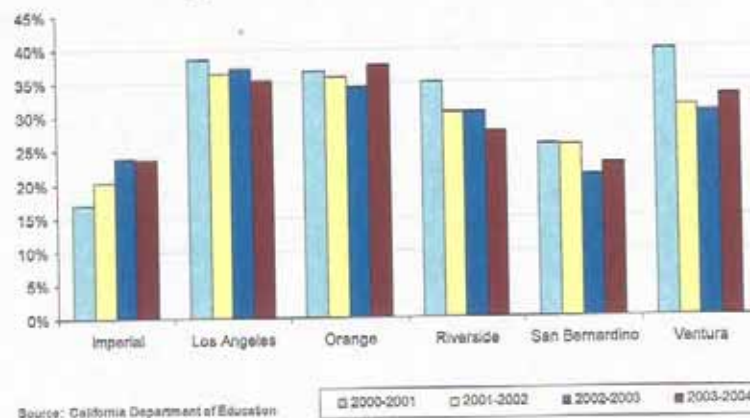
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### Dropout Rates by Race/Ethnicity in Public High Schools, 2003-2004



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### High School Graduates Completing Courses Required for UC or CSU Entrance



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### ***Educational attainment***

- Improvements during 2000-2004 while percentages of adults with at least a high school diploma (+3% to 77%) and at least a bachelor's degree (+2% to 27%)

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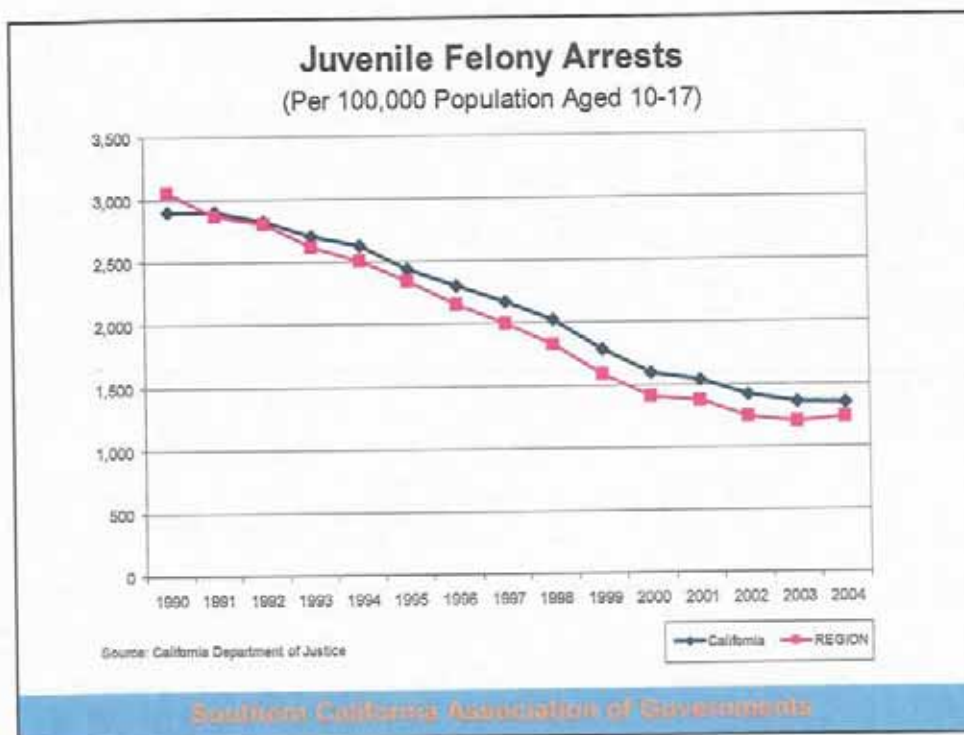
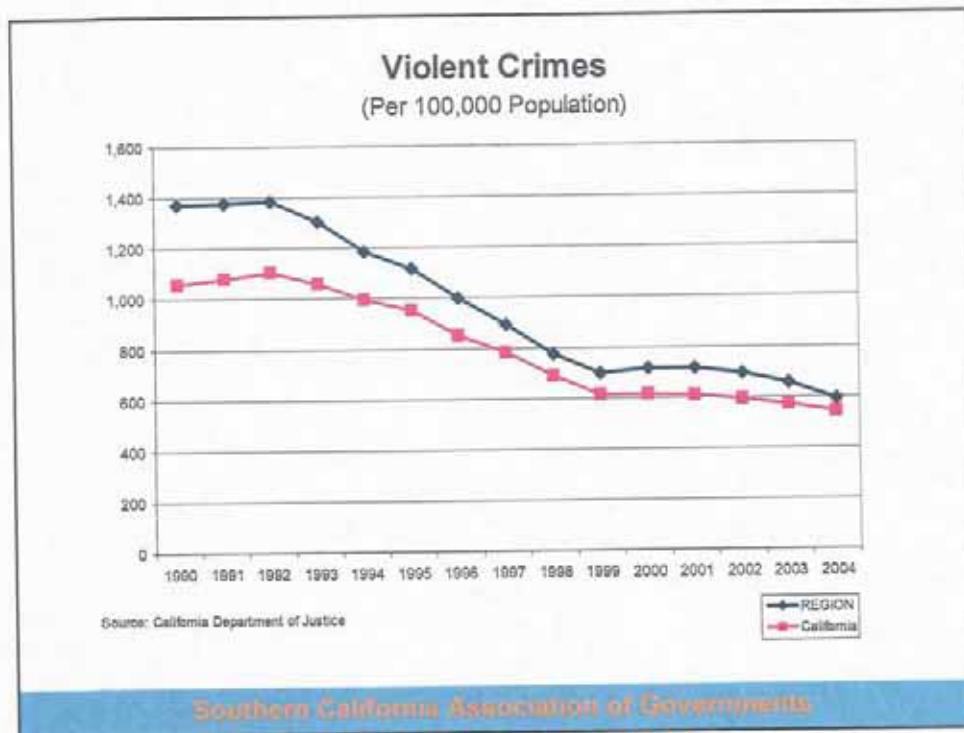
### **Safety**

***Violent crime rates***

***Juvenile felony arrest rates***

***Hate crime activities***

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## **End of Presentation**

***Thank You!***  
***Questions?***  
***Comments?***

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